SAN FRANCISCO RECREATION AND PARK DEPARTMENT

GOLDEN GATE PARK TRANSPORTATION MANAGEMENT PLAN - A PROPOSAL FOR CITIZEN REVIEW

FEBRUARY 1985

THE SAN FRANCISCO RECREATION AND PARK DEPARTMENT

GOLDEN GATE PARK TRANSPORTATION MANAGEMENT PLAN

In 1979 the Plan for Golden Gate Park was adopted by the Recreation and Park Commission to establish guidelines for the use, preservation and enhancement of Golden Gate Park. The transportation objective adopted in 1979 was to "Minimize Vehicular Traffic".

With the development of the Golden Gate Park Transportation Management Plan, an expanded objective and related policies have been proposed which focus on the recreational character of Golden Gate Park and the desire to "Create and maintain a Park-wide system of recreational roadways, pathways and trails; and to minimize vehicular traffic".

The goal of the Transportation Management Plan is to provide a comprehensive set of actions that will implement the adopted transportation objective and policies of the Plan for Golden Gate Park. The actions are designed to promote safe and enjoyable recreational travel for motorists, bicyclists, pedestrians and equestrians. By reducing conflicts between travel modes and addressing the problems of congestion and traffic control, the environmental and aesthetic quality of Golden Gate Park will be improved.

The actions of the Transportation Management Plan are organized into a two-phased implementation schedule. A short-term action may be carried out in a one to three year period, while a long-term action may require any where from four to eight years to implement. Environmental evaluation requirements will be satisfied before an action is implemented. Funding for proposed actions is available from a range of sources, which may be combined in order to implement any single action.

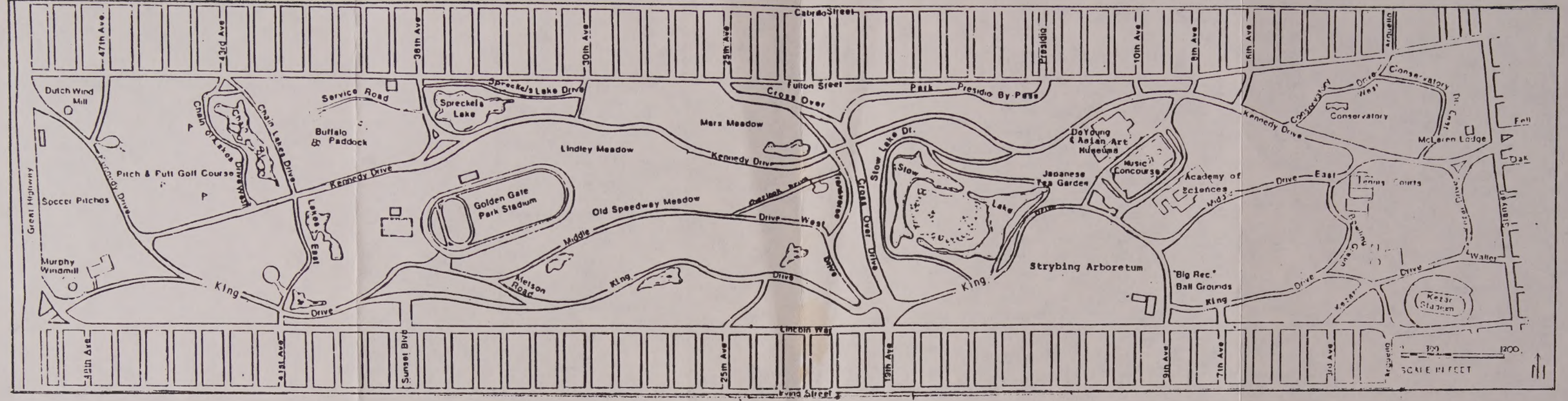
The policies and major actions of the Transportation Management Plan are summarized in this announcement. Copies of the complete Golden Gate Park Transportation Management Plan are available for public review by calling the Recreation and Park Department Planning Office, at 558-3182, or by mailing a request to the Planning Office, c/o the San Francisco Recreation and Park Department; McLaren Lodge; San Francisco, CA 94117. The Plan, after a public hearing before the Parks and Planning Committee of the Recreation and Park Commission, may be recommended for consideration by the full Commission, upon satisfaction of the environmental review requirements. Please call 558-3182 to be included in the environmental review mailing list.

ANNOUNCEMENT OF PUBLIC HEARING

A meeting of the Parks and Planning Committee of the Recreation and Park Commission has been scheduled for Wednesday, March 6, 1985 7:00 p.m., Hall of Flowers Auditorium, 9th Avenue and Lincoln Way to receive public comment on the Golden Gate Park Transportation Management Plan. Written comments are welcomed and should be received prior to the meeting date. For further information contact the Recreation and Park Planning Office at 558-3182.

City and County of
San Francisco
Recreation and Park Department

McLaren Lodge, Golden Gate Park
San Francisco, CA 94117



POLICIES *

A. RESTRICT NON-RECREATIONAL TRAFFIC TO DESIGNATED PARK ROADWAYS IN A MANNER THAT FULLY SEPARATES BUSINESS, SHOPPING AND COMMUTE TRAFFIC FROM THE PARK EXPERIENCE.

B. REDUCE THE NUMBER OF PARK ROADWAYS.

C. PROVIDE FOR THE GRADUAL IMPLEMENTATION OF A TRANSPORT SYSTEM FOR THE PARK WHICH WOULD BE INTEGRATED WITH PUBLIC TRANSIT AND RECREATIONAL TRANSPORT SYSTEMS OF THE GOLDEN GATE NATIONAL RECREATION AREA.

D. ENCOURAGE THE USE OF PUBLIC TRANSIT FOR RECREATIONAL TRAVEL TO GOLDEN GATE PARK AND ADJOINING RECREATION AREAS.

E. REGULATE PRIVATE TOUR VEHICLE USE OF GOLDEN GATE PARK BY DESIGNATING IN-PARK ROUTES AND RESTRICTING TOUR VEHICLE PARKING TO SPECIFIED AREAS.

F. PROVIDE A PEDESTRIAN CIRCULATION SYSTEM WHICH PROMOTES SAFE AND ENJOYABLE PEDESTRIAN ACTIVITIES.

G. PROVIDE FOR THE SAFE AND CONVENIENT USE OF THE BICYCLE AS A MEANS OF RECREATION AND TRANSPORTATION TO, FROM AND WITHIN GOLDEN GATE PARK; PROVIDE CONTINUITY WITH THE CITY BIKEWAYS PLANS

H. PROVIDE PARKING FOR PARK VISITORS IN DESIGNATED LOTS AND ALONG ROADWAYS. DISCOURAGE ALL-DAY COMMUTER PARKING WITHIN GOLDEN GATE PARK.

I. DEVELOP AND IMPLEMENT A TRAFFIC SAFETY AND CONTROL PROGRAM FOR ALL TRANSPORTATION MODES. MEASURES SHOULD INCLUDE, BUT NOT BE LIMITED TO, IMPROVED STRIPING, PAVEMENT MESSAGES OR SIGNAGE.

J. MAJOR TRAFFIC GENERATORS WITHIN GOLDEN GATE PARK OR ADJACENT TO THE PARK PREPARING DEVELOPMENT OR IMPROVEMENT PLANS OR STAGING MAJOR ACTIVITIES SHOULD BE REQUESTED TO PREPARE A TRANSPORTATION ANALYSIS OR ENVIRONMENTAL EVALUATION DETAILING POSSIBLE TRANSPORTATION IMPACTS TO GOLDEN GATE PARK. WHERE APPROPRIATE SUCH DEVELOPMENT PLANS, IMPROVEMENT PROGRAMS OR ACTIVITIES SHOULD PROVIDE A TRANSPORTATION MANAGEMENT SYSTEM THAT WILL PREVENT ADDITIONAL AUTO CONGESTION, USER CONFLICTS AND ALL DAY PARKING BY NON-RECREATIONAL USERS WITHIN GOLDEN GATE PARK.

* Proposed additions are underlined.

MAJOR ACTIONS

- EXTEND SUNDAY CLOSURE OF KENNEDY DRIVE TO 10 NATIONAL HOLIDAYS
- INITIATE A SATURDAY CLOSURE OF KING (SOUTH) DRIVE FROM TRANSVERSE DRIVE INTERSECTION WEST TO THE SUNSET BOULEVARD INTERSECTION AND THE 25TH AVENUE ENTRANCE.
- KING (SOUTH) DRIVE UNDERCROSSING OF CROSSOVER DRIVE – STUDY ENGINEERING FEASIBILITY AND ENVIRONMENTAL IMPACTS; PREPARE ENVIRONMENTAL EVALUATION; CONSIDER CONSTRUCTION AS LONG TERM ACTION.
- CLOSE CHAIN OF LAKES DRIVE WEST. REMOVE ASPHALT; PROVIDE EQUESTRIAN TRAIL, LANDSCAPE.
- CLOSE 6TH AVENUE BETWEEN FULTON STREET AND KENNEDY DRIVE. REMOVE ASPHALT; PROVIDE BICYCLE PATH, LANDSCAPE.
- CLOSE 30TH AVENUE AT FULTON STREET. REMOVE ROADYWAY; EXTEND LANDSCAPE.
- SHORTEN SPRECKELS LAKE DRIVE BY REMOVING THE ASPHALT FROM 32ND AVENUE TO 30TH AVENUE; LANDSCAPE, RETAIN SOFT SURFACE PATH; PROVIDE ACCESS AT 32ND AVENUE AND FULTON STREET ON EXISTING SERVICE ROAD.
- RESIGN AND STRIPE KENNEDY DRIVE AT 8TH AVENUE. DESIGN 8TH AVENUE REALIGNMENT WITH TEA GARDEN DRIVE AS LONG TERM ACTION, PREPARE ENVIRONMENTAL EVALUATION; CONSTRUCT.
- CONSTRUCT TRANSIT PORTAL/VISITOR DROP-OFF AREA ON FULTON STREET NEAR 8TH AVENUE.
- INSTALL SIGNALIZED PEDESTRIAN CROSSING OF KEZAR DRIVE TO SHARON MEADOW.
- IMPLEMENT PARK-WIDE SAFETY MEASURES, INSTALL ARTERIAL STOPS AT 16 INTERSECTIONS.
- NARROW ASPHALT AT 9 INTERSECTIONS WITHOUT RESTRICTING ROADWAY CAPACITY.

SAN FRANCISCO RECREATION AND PARK DEPARTMENT

GOLDEN GATE PARK TRANSPORTATION MANAGEMENT PLAN - A PROPOSAL FOR CITIZEN REVIEW

FEBRUARY 1985

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EXECUTIVE SUMMARY

INTRODUCTION

Golden Gate Park is widely recognized as one of the great urban parks in the country. The Park's 1,013 acres host an array of attractions: expansive meadows, evergreen woodlands and landscaped gardens as well as numerous recreational activity centers and important cultural institutions that enrich urban life. The popularity of the Park results in regular heavy use virtually every day of the week by a diverse mix of city residents, residents of the San Francisco Bay Region, and domestic and international visitors.

The attractive qualities which make Golden Gate Park unique also result in problems due to heavy use such as damaged park grounds, excessive traffic and parking congestion. Problems associated with the automobile threaten to undermine the recreational and natural characteristics of the Park and to diminish the quality of the Park experience.

In 1979 the Recreation and Park Commission, which has jurisdiction of Golden Gate Park, adopted the Park Plan Statement of Objectives and Policies to establish guidelines for the use, preservation and enhancement of Golden Gate Park. The transportation objective adopted in 1979 was to "Minimize vehicular traffic".

In 1981 the Recreation and Park Commission, with assistance from the Public Utilities Commission, obtained a grant from the Metropolitan Transportation Commission to prepare a Transportation Study for Golden Gate Park. The Recreation and Park Department selected Jefferson and Associates,Inc., a transportation consulting firm, to undertake the Study. The goal of the Study was to prepare a Transportation Management Plan that would implement the adopted transportation policies of the Park Plan and address the most pressing transportation problems affecting Golden Gate Park.

To accomplish this goal the study was divided into two phases:

Phase I: Data Collection - Background data on Park transportation conditions were compiled and evaluated. Study areas included traffic circulation patterns and volumes, Park user origins, destinations modes, and parking, public transit and shuttle bus feasibility.

Phase II: Transportation Management Plan Development and Adoption - The actions of the Plan are based on the findings of Phase I and the study of alternatives and public comment generated in Phase II.

This summary presents an overview of the actions of the Transportation Management Plan recommended by the Recreation and Park Department. The Plan will be distributed for public review in February, 1985 and will be the subject of a public hearing before the Parks and Planning Committee of the Recreation and Park Commission. The Committee may then recommend consideration of the Plan, pending the completion of Environmental Review, to the full Commission.

ELEMENTS OF THE TRANSPORTATION MANAGEMENT PLAN

PHASING

Actions recommended in the Transportation Management Plan are classified into two time phases: short-term, those that can be implemented within one to three years, and long-term, those that might be implemented within four to eight years. Actions focusing on the Kezar Area have been deferred until they can be considered as part of the total redesign plan for the Kezar corner.

ENVIRONMENTAL EVALUATION REQUIREMENTS

The Transportation Management Plan is a collection of actions which constitute a single project under the California Environmental Quality Act. Therefore, environmental evaluation will be prepared before the Plan is considered for final adoption by the Recreation and Park Commission. The environmental evaluation process is initiated with the preparation of an Initial Study. Based on the information provided in the Initial Study, the following findings may be made:

Negative Declaration: A project that would not have a significant impact on the environment may receive a Negative Declaration. The Negative Declaration would include the environmental analysis of the Initial Study and suggested measures to mitigate impacts.

Environmental Impact Report (EIR): The Initial Study may also indicate that an Environmental Impact Report (EIR) should be prepared to discuss significant impacts, mitigation measures and project alternatives.

FUNDING

Funding for the adopted actions of the Transportation Management Plan is available from a variety of sources. Any single action may be implemented by combining funding sources. Possible funding sources include:

- State Gas Tax
- Annual Department Budget Allocations
- City of San Francisco Capital Improvement Budget
- The Surface Transportation Act
- The Transportation Development Account
- The Federal Aid Urban Program
- Mitigation Measures - for public works or construction projects
- The Fuhrman Bequest - "For the further adornment of Golden Gate Park", generally applied to landscape improvements

OBJECTIVES AND POLICIES

The aim of the Transportation Management Plan is to design actions that will carry out the transportation objective and related policies adopted in the Plan for Golden Gate Park. Transportation objective and policy changes and additions have been proposed in the Transportation Management Plan. These emphasize the recreational character of the Park's circulation system and promote improved pedestrian, cycling and equestrian safety and circulation. The transportation objective and policies are presented below. Subpolicies are presented in the body of the report. Proposed additions are underlined. Deletions are indicated by double parentheses.

OBJECTIVE

CREATE AND MAINTAIN A PARK-WIDE SYSTEM OF RECREATIONAL ROADWAYS, PATHWAYS, AND TRAILS; MINIMIZE VEHICULAR TRAFFIC

((Judicious regulation of vehicular traffic in Golden Gate Park and the gradual elimination of the private automobile as the primary mode of internal Park circulation is a desirable goal.)) Management of Golden Gate Park's circulation system should, as a primary goal, create and maintain a system of recreational roadways where the order of priority should be to accommodate pedestrians and slow pleasure driving. To accomplish this objective, policies to reduce Park automobile traffic, particularly through traffic and dependency on the private automobile as the primary mode of internal Park traffic, are desirable. Reduction of Park automobile traffic will necessitate changes in established driving patterns within the Park and adjoining neighborhoods. A well-financed internal Park transport system should be designed to effectively and pleasantly convey the Park visitor. Gradual, carefully planned and phased implementation, coordinated with the Department of Public Works and other agencies, will create a recreational roadway, pathway, and trail system that will improve the Park visitor's enjoyment and safety, protect the Park environment, and reduce impacts on adjacent neighborhoods. Measures taken to ((minimize)) reduce vehicular traffic within the Park should be in accord with the objectives of the Comprehensive Plan of the City of San Francisco.

POLICY A
RESTRICT NON-RECREATIONAL TRAFFIC TO DESIGNATED PARK ROADWAYS IN A MANNER THAT FULLY SEPARATES BUSINESS, SHOPPING AND COMMUTE TRAFFIC FROM THE PARK EXPERIENCE.

POLICY B
REDUCE THE NUMBER OF PARK ROADWAYS.

POLICY C
PROVIDE FOR THE GRADUAL IMPLEMENTATION OF A TRANSPORT SYSTEM FOR THE PARK WHICH WOULD BE INTEGRATED WITH PUBLIC TRANSIT AND RECREATIONAL TRANSPORT SYSTEMS OF THE GOLDEN GATE NATIONAL RECREATION AREA.

POLICY D
ENCOURAGE THE USE OF PUBLIC TRANSIT FOR RECREATIONAL TRAVEL TO GOLDEN GATE PARK AND ADJOINING RECREATION AREAS.

POLICY E
REGULATE PRIVATE TOUR VEHICLE USE OF GOLDEN GATE PARK BY DESIGNATING IN-PARK ROUTES AND RESTRICTING TOUR VEHICLE PARKING TO SPECIFIED AREAS.

POLICY F
PROVIDE A PEDESTRIAN CIRCULATION SYSTEM WHICH PROMOTES SAFE AND ENJOYABLE PEDESTRIAN ACTIVITIES.

POLICY G
PROVIDE FOR THE SAFE AND CONVENIENT USE OF THE BICYCLE AS A MEANS OF RECREATION AND TRANSPORTATION TO, FROM AND WITHIN GOLDEN GATE PARK; PROVIDE CONTINUITY WITH THE CITY BIKEWAYS PLAN.

POLICY H
PROVIDE PARKING FOR PARK VISITORS IN DESIGNATED LOTS AND ALONG ROADWAYS. DISCOURAGE ALL-DAY COMMUTER PARKING WITHIN GOLDEN GATE PARK.

POLICY I
DEVELOP AND IMPLEMENT A TRAFFIC SAFETY AND CONTROL PROGRAM FOR ALL TRANSPORTATION MODES. MEASURES SHOULD INCLUDE, BUT NOT BE LIMITED TO, IMPROVED STRIPING, PAVEMENT MESSAGES OR SIGNAGE.

POLICY J
MAJOR TRAFFIC GENERATORS WITHIN GOLDEN GATE PARK OR ADJACENT TO THE PARK PREPARING DEVELOPMENT OR IMPROVEMENT PLANS OR STAGING MAJOR ACTIVITIES SHOULD BE REQUESTED TO PREPARE A TRANSPORTATION ANALYSIS OR ENVIRONMENTAL EVALUATION DETAILING POSSIBLE TRANSPORTATION IMPACTS TO GOLDEN GATE PARK. WHERE APPROPRIATE SUCH DEVELOPMENT PLANS, IMPROVEMENT PROGRAMS OR ACTIVITIES SHOULD PROVIDE A TRANSPORTATION MANAGEMENT SYSTEM THAT WILL PREVENT ADDITIONAL AUTOMOBILE CONGESTION, USER CONFLICTS AND ALL-DAY PARKING BY NON-RECREATIONAL USERS WITHIN GOLDEN GATE PARK.

ACTIONS OF THE TRANSPORTATION MANAGEMENT PLAN

The actions described below are listed under the adopted or proposed policy they are designed to implement. Proposed policy additions have not been underlined in this section. Actions are classified as short or long-term according to the amount of time anticipated for implementation. The Transportation Impact section of the action description, contained in the body of the report, briefly discusses traffic data and environmental impacts.

Note: Since the submittal of the Draft Transportation Plan in October, 1983, South Drive has been officially renamed Martin Luther King, Jr. Drive. This change is reflected throughout the Plan document.

POLICY A -- RESTRICT NON-RECREATIONAL TRAFFIC TO DESIGNATED PARK ROADWAYS.

SHORT-TERM ACTIONS

ACTION A-1 (East-Park) -- Prohibit left turns from Kezar northbound to Kennedy Drive westbound at all times; redesign the intersection to decrease asphalt; landscape islands.

ACTION A-2 (East-Park) -- Prohibit left turns from Kezar Drive southbound to Waller Street eastbound.

Action A (con't)

ACTION A-3 (East-Park) -- Undercrossing of Highway 1/Crossover Drive at King Drive - study engineering feasibility and environmental impacts; prepare environmental evaluation; consider construction as long-term action.

ACTION A-4 (East-Park) -- Tea Garden Drive one-way southbound. Complete implementation of action adopted by the Recreation and Park Commission in May, 1984, Resolution #13284; remove excess asphalt at Tea Garden Drive/Academy Drive/King Drive intersections and relandscape.

POLICY B -- REDUCE THE NUMBER OF PARK ROADWAYS

SHORT-TERM ACTIONS

ACTION B-1 (East-Park) -- Permanently close 6th Aveune between Fulton Street and Kennedy Drive. Remove asphalt; retain portion of roadway for bicycle use; landscape.

ACTION B-2 (West-Park) -- Close 30th Avenue between Fulton Street and Kennedy Drive; remove asphalt; landscape.

ACTION B-3 (West-Park) -- Shorten Spreckels Lake Drive by removing the asphalt from 32nd Avenue to 30th Avenue; landscape, retain soft surface path; provide access to Fulton Street at 32nd Avenue by improving existing service road.

ACTION B-4 (West-Park) -- Close Chain of Lakes Drive West; remove asphalt; landscape, provide equestrian trail.

ACTION B-5 (West-Park) -- Realign King Drive to intersect Lincoln Way at La Playa; remove excess asphalt, install irrigation, relandscape. Provide a pedestrian walkway along the north side of King Drive. Included as a mitigation measure in the Clean Water Program's Westside Activation Project.

POLICY C -- PROVIDE FOR THE GRADUAL IMPLEMENTATION OF A TRANSPORT SYSTEM FOR THE PARK WHICH WOULD BE INTEGRATED WITH PUBLIC TRANSIT AND RECREATIONAL TRANSPORT SYSTEMS OF THE GOLDEN GATE NATIONAL RECREATION AREA.

LONG-TERM ACTIONS

ACTION C-1 (East-Park) -- Develop a demonstration shuttle program for peak weekends and special events, operating from Kezar Stadium grounds, to serve mainly the Music Concourse, Conservatory, and Hall of Flowers. Develop in conjunction with general renovation of the Kezar area.

ACTION C-2 (West-Park) -- Design and implement a west-Park shuttle system if demand for service is proven and shuttle in the east-Park is successful.

POLICY D -- ENCOURAGE THE USE OF PUBLIC TRANSIT FOR RECREATIONAL TRAVEL TO GOLDEN GATE PARK AND ADJOINING RECREATION AREAS.

SHORT-TERM ACTIONS

ACTION D-1 (East-Park) -- Install "Golden Gate Park" destination signs or flags on Muni busses serving the Park, e.g. #5-Fulton, #21-Hayes and #44 O'Shaughnessy.

ACTION D-2 (East-Park) -- Design and construct a transit portal/visitor drop-off area on Fulton Street near 8th Avenue. May incorporate adaptive reuse of the Powell Street Railroad Station at 7th Avenue.

POLICY E -- REGULATE PRIVATE TOUR VEHICLE USE OF GOLDEN GATE PARK BY DESIGNATING IN-PARK ROUTES AND RESTRICTING TOUR VEHICLE PARKING TO SPECIFIED AREAS.

SHORT-TERM ACTIONS

ACTION E-1 (Park-Wide) -- Enforce use of designated tour vehicle route and parking areas adopted by the Recreation and Park Commission, November, 1981, Resolution #12657.

POLICY F -- PROVIDE A PEDESTRIAN CIRCULATION SYSTEM WHICH PROMOTES SAFE AND ENJOYABLE PEDESTRIAN ACTIVITIES.

SHORT-TERM ACTIONS

ACTION F-1 (East-Park) -- Extend existing Kennedy Drive Sunday closure to ten (10) national holidays. The Park Patrol would be authorized to reopen the Park if inclement weather continues to 10 a.m.

ACTION F-2 (West-Park) -- Initiate Saturday closure on a portion of King Drive from the Transverse Drive intersection west to the Sunset Boulevard intersection and the 25th Avenue entrance.

ACTION F-3 (East-Park) -- Implement Traffic Engineering's proposed signalized at-grade pedestrian crossing of Kezar Drive to Sharon Meadow.

ACTION F-4 (East-Park) -- Narrow Middle Drive East/Kennedy Drive intersection without restricting roadway capacity or parking; extend landscaping; install three-way stop signs, crosswalks.

ACTION F-5 (East-Park) -- Implement rechannelization of Kennedy Drive at 8th Avenue and Tea Garden Drive designed by the Department of Public Works.

ACTION F-6 (East-Park) -- Provide a pedestrian walkway to McLaren Lodge.

ACTION F-7 (West-Park) -- Narrow Kenndey Drive/South Fork intersection without restricting roadway capacity or parking; extend landscaping; install three-way stop signs, crosswalks.

ACTION F-8 (West-Park) -- Narrow King Drive/South Fork intersection without restricting roadway capacity or parking; extend landscaping; install three-way stop signs, and bicycle/pedestrian crossing.

POLICY F (con't)

ACTION F-9 (West-Park) -- Restripe the King Drive/Transverse Drive intersection to reduce pedestrian, vehicular and bicycle conflicts. Provide a bicycle crossing and route designation; improve the pedestrian walkway.

ACTION F-10 (West-Park) -- Narrow Kennedy Drive at the Great Highway intersection without reducing roadway capacity or parking; build landberm; extend landscaping and irrigation; provide walkway; install a stop sign.

LONG-TERM ACTIONS

ACTION F-11 (East-Park) -- Design realignment of 8th Avenue to Tea Garden Drive to form a common four-way intersection with Kenndey Drive, if DPW rechannelization (Action F-5) is not successful in improving traffic circulation; consider construction as long-term action.

ACTION F-12 (West-Park) -- Pedestrian crossing of Park Presidio Bypass, either grade-separated (tunnel or bridge) or at-grade - study the engineering feasibility and environmental impacts; prepare an environmental evaluation; consider construction as long-term action.

POLICY G -- PROVIDE FOR THE SAFE AND CONVENIENT USE OF THE BICYCLE AS A MEANS OF RECREATION AND TRANSPORTATION TO, FROM AND WITHIN GOLDEN GATE PARK; PROVIDE CONTINUITY WITH THE CITY BIKEWAYS PLAN.

SHORT-TERM ACTIONS

ACTION G-1 (Park-Wide) -- Provide continuity between internal Park bikepaths and bikeways of the adopted City Bikeways Plan.

ACTION G-2 (Park-Wide) -- Provide secure bike parking facilities at Park activity centers.

POLICY H -- PROVIDE PARKING FOR PARK VISITORS IN DESIGNATED LOTS AND ALONG ROADWAYS; DISCOURAGE ALL-DAY COMMUTER PARKING WITHIN GOLDEN GATE PARK.

ACTION H-1 (East-Park) -- Restrict all-day commuter parking along selected Park roadways. Complete implementation of adopted Commission policy to post parking restrictions (No Parking 6 a.m. to 9 a.m. Monday through Friday) along Conservatory Drive East and Kennedy Drive from McLaren Lodge to Dahlia Garden Drive.

POLICY I -- DEVELOP AND IMPLEMENT A TRAFFIC SAFETY AND CONTROL PROGRAM FOR ALL TRANSPORTATION MODES. MEASURES SHOULD INCLUDE, BUT NOT BE LIMITED TO, IMPROVED STRIPING, PAVEMENT MESSAGES OR SIGNAGE.

SHORT-TERM ACTIONS

ACTION I-1 (Park-Wide) -- Implement Park-wide safety improvements and traffic controls, including arterial stops at 16 intersections, under the supervision of the Department of Public Works, Bureau of Traffic Engineering. See Appendix A for specific measures and locations.

ACTION I (con't)

ACTION I-2 (Park-Wide) -- Prepare a Park-wide signage survey. Evaluate existing signage for safety and utility; implement recommendations to improve Park signage. The Park sign survey and preliminary recommendations are available on request.

ACTION I-3 (Park-Wide) -- Urge increased enforcement efforts by the San Francisco Police Department of existing traffic and Park Code regulations.

GOLDEN GATE PARK TRANSPORTATION MANAGEMENT PLAN

INTRODUCTION

Golden Gate Park is widely recognized as one of the great urban parks in the country. The Park's 1,013 acres host an array of attractions: expansive meadows, evergreen woodlands and landscaped gardens as well as numerous recreational activity centers and important cultural institutions that enrich urban life. The popularity of the Park results in regular heavy use virtually every day of the week by a diverse mix of city residents, residents of the San Francisco Bay Region, and domestic and international visitors.

The attractive qualities which make Golden Gate Park unique also result in problems due to heavy use such as damaged park grounds, excessive traffic and parking congestion. Problems associated with the automobile threaten to undermine the recreational and natural characteristics of the Park and to diminish the quality of the Park experience.

The Park's circulation system consists of nearly fifteen miles of roadways, pedestrian walkways and paths, equestrian trails, a designated bicycle route and parking for up to 5,000 cars. During peak summer weekend periods or special events, the large volumes of auto traffic result in safety conflicts with other travel modes such as cycling, jogging and walking. Negative environmental impacts include noise, exhaust fumes and damaged Park grounds due to illegal parking as well as visual clutter of Park views from circulating and parked vehicles. During an average weekday through traffic and commute traffic from adjacent neighborhoods, the downtown area and from nearby traffic generators, such as the University of California and Saint Mary's Hospital, drive through the Park.

In 1979 the Recreation and Park Commission, which has jurisdiction of Golden Gate Park, adopted the Park Plan Statement of Objectives and Policies to establish guidelines for the use, preservation and enhancement of Golden Gate Park. The transportation objective adopted in 1979 was to "Minimize vehicular traffic".

In 1981, the Recreation and Park Commission, with assistance from the Public Utilities Commission, obtained a grant from the Metropolitan Transportation Commission to prepare a Transportation Study for Golden Gate Park. The Recreation and Park Department selected Jefferson and Associates,Inc., a transportation consulting firm, to undertake the Study. The goal of the Study was to prepare a Transportation Management Plan that would implement the adopted transportation policies of the Park Plan and address the most pressing transportation problems affecting Golden Gate Park.

In order to accomplish the goal of creating actions that would address the growing traffic and circulation problems in the Park, The Transportation Study was divided into two phases:

Phase I: Data Collection - Background data on Park transportation conditions were compiled and evaluated. Study areas included traffic circulation patterns and volumes; Park user origins, destinations and modes; and parking, public transit and shuttle bus feasibility (completed in July, 1982). A summary of Phase I is presented in Appendix C.

Phase II: Transportation Management Plan Development and Adoption - The actions of the Plan are based on the findings of Phase I and the study of alternatives and public comment generated in Phase II. This report presents the Recreation and Park Department's recommended actions for a Transportation Management Plan for Golden Gate Park. The Plan will be distributed for public review in February, 1985 and will be the subject of a public hearing before the Parks and Planning Committee of the Recreation and Park Commission. The Committee may then recommend consideration of the Plan, pending the completion of environmental review, to the full Commission.

Documents prepared as part of Phase II are available under separate cover from the Recreation and Park Department. Interested readers are encouraged to obtain these and other background studies as needed. Phase II documents include:

Transportation Plan Alternatives (June, 1983): Three alternative draft transportation plans were developed to help the Recreation and Park Commission determine the best series of possible actions to carry out their Park Plan policies. Each alternative presented a comprehensive set of transportation improvement actions addressing issues of circulation, parking, transit, shuttle system and safety improvements. The alternatives varied in their objectives, the type and degree of change recommended, and the cost of implementation. The degree of change and costs of implementation increased progressively from the first to the third alternative.

Summary of Comments on the Transportation Plan Alternatives (August, 1983): The Alternatives Report was reviewed by the Park Commissioners, Park Staff and the Technical Committee comprised of representatives from different City departments and public interest groups. Most reviewers submitted comments indicating which actions within each alternative they supported and reasons for their support.

Draft-Preferred Alternative (August, 1983): This report presented a refinement of the Transportation Plan alternatives and comments received.

Draft Transportation Plan - A Proposal for Citizen Review (September, 1983): The Draft Plan, a refinement of the Draft-Preferred Alternative (August, 1983), was presented to the public in October, 1983. Public comments were received on the Draft Plan at a hearing before the Parks and Planning Committee of the Recreation and Park Commission on October 27, 1983.

Draft Transportation Plan-Comment Summary and Final Consultant Recommendations (January, 1984): This report summarizes and evaluates the written and verbal comments received on the Draft Transportation Plan and presents the Consultant's final recommendations.

ELEMENTS OF THE TRANSPORTATION MANAGEMENT PLAN

PHASING

The actions recommended in the Draft Transportation Plan are classified into two time phases. Short-term actions can be initiated upon adoption of the Draft Transportation Plan, subject to budgetary and environmental constraints, and implemented within one to three years. Long-term actions are so categorized because they may entail a more complex engineering solution or environmental evaluation, are greater in cost than short-term measures, or are tied to the successful implementation of short-term actions. Long-term actions may be implemented within four to eight years.

Actions focusing on the Kezar area have been deferred until they can be considered as part of a comprehensive redesign plan for the Kezar corner. A transportation management element addressing the issues of parking, circulation, city transit and internal transit and roadway links to the Park proper will be developed as a component of the upcoming Kezar area redesign plan and, once approved, will be adopted as an amendment to the Golden Gate Park Transportation Management Plan.

ENVIRONMENTAL EVALUATION REQUIREMENTS

The Transportation Management Plan is a collection of actions which constitute a single project under the California Environmental Quality Act. Therefore, environmental evaluation will be prepared before the Plan is considered for adoption by the Recreation and Park Commission. The environmental evaluation process is initiated with the preparation of an Initial Study. Based on the information provided in the Initial Study, the following findings may be made:

> Negative Declaration: A project that would not have a significant impact on the environment may receive a Negative Declaration. The Negative Declaration would include the environmental analysis of the Initial Study and suggested measures to mitigate impacts.
>
> Environmental Impact Report (EIR): The Initial Study may also indicate that an Environmental Impact Report (EIR) should be prepared to discuss significant impacts, mitigation measures and project alternatives.

The Transportation Impact section of the action narrative provides a brief discussion of traffic data and environmental impacts.

FUNDING

Funding for the adopted actions of the Golden Gate Park Transportation Management Plan is available from a variety of sources which are described below. Any single action may be implemented by combining funding sources. Table 1 on page 6 indicates the phasing category, possible funding sources and a cost estimate for each proposed action.

State Gas Tax Subventions

Department of Public Works, Bureau of Traffic Engineering receives an annual allocation from State Gas Tax funds to provide for county street striping and signage. Actions which involve striping or signage will be implemented by this fund.

Annual Budget Allocations
The Recreation and Park Department receives an annual budget allocation from City tax revenues. Funds to implement the adopted actions may be included in the Department's annual budget allocation or may be allocated through a supplemental budget appropriation request.

Transportation Development Account(TDA)
The Federal funds of the Transportation Development Account, Article III, administered by the Metropolitan Transportation Commission, are available for the funding of adopted actions which improve bicycle and pedestrian safety and circulation.

Mitigation Measures
Occasionally Transportation Managemenet Plan actions may be carried out as part of other public work improvements or restoration of parkland required after construction, such as that required following sewer or water main installations.

City of San Francisco Capital Improvement Budget
Actions which may be categorized as major capital improvements may be funded through the City's Capital Improvement Program.

The Surface Transportation Act, Section 217
Federal funds, distributed through the FAU program may be available for bicycle and pedestrian projects.

Federal Aid Urban Program (FAU)
Federal gas tax revenues are distributed annually to San Francisco for highway improvements included in the Department of Public Works Capital Improvement Program. Major highway improvements in Golden Gate Park would be eligible for FAU Program funds.

Fuhrman Bequest
The Recreation and Park Department receives revenues annually from the Fuhrman Bequest which provides "For the further adornment of Golden Gate Park". Actions which contribute to the Park's further adornment (removal of asphalt, landscaping, etc.) may be funded through this bequest.

ACTIONS DELETED OR DEFERRED

During the process of formulating the Transportation Management Plan, a wide range of actions were considered, researched and reviewed by members of the public and the Technical Advisory Committee. Actions which were considered in the Draft Plan (September, 1983) or the Consultant's Final Recommendations (January, 1984), but have either been deleted from this document, or deferred, are discussed below.

A number of actions considered featured the use of cul-de-sacs to eliminate through traffic and create a less vehicle impacted Park. Based on concerns expressed for Park visitor security and vehicle access to Park facilities, the actions featuring cul-de-sacs on Conservatory Drive East, Middle Drive West and 47th Avenue were deleted from the Plan.

The action which proposed a cul-de-sac on Chain of Lakes Drive East to create an interior recreational drive near an environmentally sensitive area was deleted due to concern over the elimination of a direct cross-Park commute route.

The action proposing the closure of 7th Avenue was deleted as the the closure might increase congestion at the 9th Avenue/Lincoln Way/King Drive intersection.

The action calling for priced parking in the Music Concourse to underwrite an internal transit system was deleted due to concerns regarding free access to Park facilities and possible increased congestion.

The action proposing the development of bike lanes on Kennedy Drive was deleted as the street width will not safely accommodate two-way traffic, parking lanes and two bike lanes.

Actions related to vehicle access and parking in the Kezar area have been deferred until they can be considered in the Kezar area redesign plan. These actions include a realignment of Arguello Boulevard to King Drive/Kezar Drive to provide direct access for parking at Kezar Stadium concurrent with a demonstration shuttle program, and the redesign of the Kezar parking area to create an upgraded and expanded parking lot. The implementation of an internal transit system, which is included as a long-term action in the Transportation Management Plan, will also be evaluated as part of the transportation component of the Kezar area redesign plan.

TABLE 1

COST ESTIMATE, PHASING SCHEME AND POSSIBLE FUNDING SOURCES
FOR THE TRANSPORTATION MANAGEMENT PLAN

ACTION		COST ESTIMATE/PHASING		POSSIBLE FUNDING SOURCES						
		SHORT-TERM	LONG-TERM	STATE GAS TAX	ANNUAL BUDGET	TDA/ STA	CAPITAL BUDGET	FAU	FUHRMAN BEQUEST	OTHER
A-1	Prohibit left turns from Kezar Drive to Kennedy Drive at all times; reduce asphalt;landscape.	16,000		X	X				X	
A-2	Prohibit left turns from Kezar Drive southbound to Waller Street	1,000		X						
A-3	Undercrossing of Highway 1/Crossover Drive, - Study engineering feasibility, environmental impacts; consider construction as long term action	150,000	1,000,000				X	X		
A-4	Modify Tea Garden Drive/King Drive/Academy Drive intersection by narrowing asphalt; landscape.	30,000		X	X				X	
B-1	Permanently close 6th Avenue; remove asphalt; provide bike path, landscape.	18,000			X				X	
B-2	Close 30th Avenue entrance; remove asphalt; landscape.	11,500			X				X	
B-3	Shorten Spreckels Lake Drive by removing aspahlt on Spreckels Lake Drive from 32nd Avenue to 30th Avenue, provide access at 32nd Avenue.	12,000			X				X	
B-4	Close Chain of Lakes Drive West; remove asphalt; landscape, provide equestrian trail.	10,500			X				X	
B-5	Realign King Drive/Lincoln Way intersection provide pedestrian walkway; relandscape.	N/A								funded through Clean Water Program as mitigation measure
C-1	Develop demonstration shuttle program for East-Park as long term action.		28,000 to 48,000							could be operated by Muni, Park association or as a concession; might need additional subsidies
C-2	Implement West-Park shuttle as long term action if East-Park shuttle successful.		50,000							could be operated by Muni, Park association or as a concession; might need additional subsidies
D-1	Install Park destination signs on Muni buses.	N/A								funded through the annual budget of the Municipal Railway
D-2	Design and construct transit portal/visitor drop-off on Fulton Street.	9,600 to 58,000								might be funded in part by the Municipal Railway's Transit Shelter Program
E-1	Enforce designated tour vehicle route	N/A								
F-1	Extend existing Kennedy Drive Sunday closure to ten national holidays.	3,840 annual expenditure			X					
F-2	Initiate Saturday closure on King Drive from Transverse Drive to Sunset Blvd. and the 25th Avenue entrance.	2,100			X					

TABLE 1

COST ESTIMATE, PHASING SCHEME AND POSSIBLE FUNDING SOURCES
FOR THE TRANSPORTATION MANAGEMENT PLAN

ACTION		COST ESTIMATE/PHASING		POSSIBLE FUNDING SOURCES						
		SHORT-TERM	LONG-TERM	STATE GAS TAX	ANNUAL BUDGET	TDA/ STA	CAPITAL BUDGET	FAU	FUHRMAN BEQUEST	OTHER
F-3	Install signalized pedestrian crossing at Kezar Drive/Kennedy Drive intersection.	100,000		X	X	X				
F-4	Narrow Middle Drive East/Kennedy Drive intersection; extend landscaping; install stop signs, crosswalks.	16,000		X	X				X	
F-5	Implement DPW rechannelization design at 8th Avenue/Tea Garden Drive intersection.	5,700		X						
F-6	Provide a pedestrian walkway to McLaren Lodge.	16,000			X				X	
F-7	Narrow Kennedy Drive/South Fork intersection; extend landscaping, install stop signs, crosswalks.	10,000		X	X				X	
F-8	Narrow King Drive/South Fork intersection; extend landscaping, install stop signs, crosswalks.	7,700		X	X				X	
F-9	Restripe King Drive/Transverse Drive intersection to reduce movement conflicts; improve walkway and bike path.	1,000		X	X					
F-10	Narrow Kennedy Drive at the Great Highway intersection; extend landscaping and irrigation; provide walkway; and a stop sign.	22,000		X	X				X	
F-11	Design realignment of 8th Avenue to Tea Garden Drive; consider construction as long term action	12,000	48,000	X	X		X	X	X	
F-12	Park Presidio By-Pass pedestrian crossing-Study engineering feasibility and environmental impacts; consider construction as long term action.	to 140,000	up to 685,000	X		X	X	X		
G-1	Provide continuity between Park bikepaths and City bikeways.	3,000				X				
G-2	Provide secure bike racks at activity centers.	13,000				X				
H-1	Restrict all day parking along selected Park roadways.	N/A		X	X					
I-1	Implement Park-wide safety improvements.	41,106		X	X					
I-2	Prepare Park signage survey; implement recommendations.	variable		X	X					
I-3	Increase enforcement of adopted regulations.	N/A								

OBJECTIVES AND POLICIES

The aim of the Transportation Management Plan is to design actions that will carry out the transportation objective and related policies adopted in the Plan for Golden Gate Park. Transportation objective and policy changes and additions have been proposed in the Transportation Management Plan. These emphasize the recreational character of the Park's circulation system and promote improved pedestrian, cycling and equestrian safety and circulation. The transportation objective and policies are presented below. Proposed additions are underlined. Deletions are indicated by double parentheses.

OBJECTIVE

CREATE AND MAINTAIN A PARK-WIDE SYSTEM OF RECREATIONAL ROADWAYS, PATHWAYS, AND TRAILS; MINIMIZE VEHICULAR TRAFFIC

((Judicious regulation of vehicular traffic in Golden Gate Park and the gradual elimination of the private automobile as the primary mode of internal Park circulation is a desirable goal.)) Management of Golden Gate Park's circulation system should, as a primary goal, create and maintain a system of recreational roadways where the order of priority should be to accommodate pedestrians and slow pleasure driving. To accomplish this objective, policies to reduce Park automobile traffic, particularly through traffic and dependency on the private automobile as the primary mode of internal Park traffic, are desirable. Reduction of Park automobile traffic will necessitate changes in established driving patterns within the Park and adjoining neighborhoods. A well-financed internal Park transport system should be designed to effectively and pleasantly convey the Park visitor. Gradual, carefully planned and phased implementation, coordinated with the Department of Public Works and other agencies, will create a recreational roadway, pathway, and trail system that will improve the Park visitor's enjoyment and safety, protect the Park environment, and reduce impacts on adjacent neighborhoods. Measures taken to ((minimize)) reduce vehicular traffic within the Park should be in accord with the objectives of the Comprehensive Plan of the City of San Francisco.

POLICY A
RESTRICT NON-RECREATIONAL TRAFFIC TO DESIGNATED PARK ROADWAYS IN A MANNER THAT FULLY SEPARATES BUSINESS, SHOPPING AND COMMUTE TRAFFIC FROM THE PARK EXPERIENCE.

1. Established traffic patterns and volumes indicate that Crossover Drive, Park Presidio Bypass and Kezar Drive should be the basic components of a "designated throughway" system.

2. Designated throughways should be screened by vegetation to minimize their visual impact.

3. Where Park circulation systems must cross a designated throughway, grade separations should be provided.

4. Some provision should be made for cross-Park automobile movement in the western half of the Park; it should be a minor roadway in keeping with the Park's "naturalistic" character.

POLICY B
REDUCE THE NUMBER OF PARK ROADWAYS.

1. Roadways that are not required for access to Park facilities, and are not part of the designated throughway system, should be removed and replaced with appropriate landscaping and recreational pathways.

2. Access requirements should reflect concern for public safety, Park operations, internal transport, and special needs of handicapped and elderly Park visitors.

POLICY C
PROVIDE FOR THE GRADUAL IMPLEMENTATION OF A TRANSPORT SYSTEM FOR THE PARK WHICH WOULD BE INTEGRATED WITH PUBLIC TRANSIT AND RECREATIONAL TRANSPORT SYSTEMS OF THE GOLDEN GATE NATIONAL RECREATION AREA.

1. The route utilized for any Park transport system should provide access to major facilities, features, and activity areas; existing roadway surfaces should be utilized; and where feasible, narrowed.

2. Special emphasis should be given to achieving optimum service to the Asian Art Museum, the M.H. de Young Memorial Museum, and the California Academy of Sciences.

3. Internal transport vehicles should be carefully selected to ensure that the system will be energy efficient, provide adequate space for picnic and sports equipment, and most importantly, be easily used by handicapped and elderly Park visitors.

4. The gradual development of a system of visitor parking areas to accommodate a majority of Park visitors should be an integral part of an internal transport system. The major components of this system should be developed at the Kezar site and the Great Highway. Regulatory measures should be taken to assure that these facilities are available for the Park visitor.

POLICY D
ENCOURAGE THE USE OF PUBLIC TRANSIT FOR RECREATIONAL TRAVEL TO GOLDEN GATE PARK AND ADJOINING RECREATION AREAS.

1. Consideration should be given to developing a comprehensive recreation Transport access program for Golden Gate Park and the Golden Gate National Recreation Area, cooperatively planned and developed by both jurisdictions.

2. Public transit improvements should be aimed at increasing city-wide access to Golden Gate Park; service should be frequent and convenient.

3. Foster public transit programs that will encourage the use of parks, other than Golden Gate Park, that are now underutilized or relatively inaccessible.

POLICY E
REGULATE PRIVATE TOUR VEHICLE USE OF GOLDEN GATE PARK BY DESIGNATING IN-PARK ROUTES AND RESTRICTING TOUR VEHICLE PARKING TO SPECIFIED AREAS.

1. Use of Park roadways by tour vehicles should be regulated to ensure a balance between visitor service and protection of the Park's landscaped character.

2. Tour vehicle parking areas should be carefully sited to ensure that their impacts on the Park environment are minimal; additionally, landscaping should be employed to effectively screen these areas.

POLICY F
PROVIDE A PEDESTRIAN CIRCULATION SYSTEM WHICH PROMOTES SAFE AND ENJOYABLE PEDESTRIAN ACTIVITIES.

1. Pedestrian enjoyment and safety require separation of footpaths from roadways, grade separation of footpaths from roadways in heavily trafficked areas, and low speed limits for all vehicles.

2. Pedestrian entrance ways to the Park and to activity areas should be thoughtfully designed to invite use and promote safety.

POLICY G
PROVIDE FOR THE SAFE AND CONVENIENT USE OF THE BICYCLE AS A MEANS OF RECREATION AND TRANSPORTATION TO, FROM AND WITHIN GOLDEN GATE PARK; PROVIDE CONTINUITY WITH THE CITY BIKEWAYS PLAN.

1. Bicycle use should be encouraged through provision of secure parking facilities at activity centers which lock both wheels and frame and provide padlock protection.

2. Bicycle pathways separated from other transportation modes should emphasize recreational use and safety.

3. Develop and evaluate bicycle planning efforts in cooperation with interested groups, cyclists and the Department of Public Works.

POLICY H
PROVIDE PARKING FOR PARK VISITORS IN DESIGNATED LOTS AND ALONG ROADWAYS. DISCOURAGE ALL-DAY COMMUTER PARKING WITHIN GOLDEN GATE PARK.

1. A parking control program should be developed to discourage all-day commuter parking along Park roadways. Generally, parking meters as a means of control are not compatible with the Park environment and should not be employed.

2. Regulatory measures should be taken to make on-street parking in neighborhoods adjoining Golden Gate Park available only to those who reside there.

POLICY I
DEVELOP AND IMPLEMENT A TRAFFIC SAFETY AND CONTROL PROGRAM FOR ALL TRANSPORTATION MODES. MEASURES SHOULD INCLUDE, BUT NOT BE LIMITED TO, IMPROVED STRIPING, PAVEMENT MESSAGES OR SIGNAGE.

POLICY J

MAJOR TRAFFIC GENERATORS WITHIN GOLDEN GATE PARK OR ADJACENT TO THE PARK PREPARING DEVELOPMENT OR IMPROVEMENT PLANS OR STAGING MAJOR ACTIVITIES SHOULD BE REQUESTED TO PREPARE A TRANSPORTATION ANALYSIS OR ENVIRONMENTAL EVALUATION DETAILING POSSIBLE TRANSPORTATION IMPACTS TO GOLDEN GATE PARK. WHERE APPROPRIATE SUCH DEVELOPMENT PLANS, IMPROVEMENT PROGRAMS OR ACTIVITIES SHOULD PROVIDE A TRANSPORTATION MANAGEMENT SYSTEM THAT WILL PREVENT ADDITIONAL AUTOMOBILE CONGESTION, USER CONFLICTS AND ALL-DAY PARKING BY NON-RECREATIONAL USERS WITHIN GOLDEN GATE PARK.

ACTIONS OF THE TRANSPORTATION MANAGEMENT PLAN

The actions described below are listed under the adopted or proposed policies they are designed to implement. Proposed policy additions have not been underlined in this section. Actions are classified as short-term or long-term according to the amount of time anticipated for implementation. A short-term action may be carried out in a one to three year period; a long-term action may require anywhere from four to eight years to implement. The Transportation Impact section of the action description provides traffic data and discusses environmental evaluation requirements.

Note: Since the submittal of the Draft Transportation Plan in October, 1983, South Drive has been officially renamed Martin Luther King, Jr. Drive. This change is reflected throughout the Plan document.

POLICY A -- RESTRICT NON-RECREATIONAL TRAFFIC TO DESIGNATED PARK ROADWAYS.

SHORT-TERM ACTIONS

ACTION A-1 (East-Park) -- Prohibit left turns from Kezar northbound to Kennedy Drive westbound at all times; redesign the intersection to decrease asphalt; landscape islands.

Transportation Impact: alleviates traffic congestion; reduces traffic accident potential through the elimination of merging movement conflicts; diverts approximately 50 cars during the peak p.m. hours.

ACTION A-2 (East-Park) -- Prohibit left turns from Kezar Drive southbound to Waller Street eastbound.

Transportation Impact: Diverts approximately 2,000 cars per 24 hour period to Stanyan Street.

ACTION A-3 (East-Park) -- Undercrossing of Highway 1/Crossover Drive at King Drive - study engineering feasibility and environmental impacts; prepare environmental evaluation; consider construction as long-term action.

Transportation Impact: Consideration of project approval will take place upon completion of the engineering study and environmental evaluation.

ACTION A-4 (East-Park) -- Tea Garden Drive one-way southbound. Complete implementation of action adopted by the Recreation and Park Commission in May, 1984, Resolution #13284; remove excess asphalt at the Tea Garden Drive/Academy Drive/King Drive intersections and relandscape.

Transportation Impact: Tea Garden Drive is currently one-way southbound. Roadway capacity would not be reduced.

POLICY B -- REDUCE THE NUMBER OF PARK ROADWAYS

SHORT-TERM ACTIONS

ACTION B-1 (East-Park) -- Permanently close 6th Aveune between Fulton Street and Kennedy Drive. Remove asphalt; retain portion of roadway for bicycle use; landscape.

Transportation Impact: A Negative Declaration for trial closure was issued by the San Francisco Department of City Planning on June 26, 1981 after finding that a temporary closure would not create significant impacts.

ACTION B-2 (West-Park) -- Close 30th Avenue between Fulton Street and Kennedy Drive; remove asphalt; landscape.

Transportation Impact: Diverts approximately 700 southbound vehicles to 36th Avenue, Crossover Drive and Transverse Drive, and 700 northbound vehicles to 43rd Avenue and 36th Avenue per 24 hour period.

ACTION B-3 (West-Park) -- Shorten Spreckels Lake Drive by removing the asphalt from 32nd Avenue to 30th Avenue; landscape, retain soft surface path; provide access to Fulton Street at 32nd Avenue by improving existing service road.

Transportation Impact: Eliminates excess roadway. Approximately 400 cars per 24 hour period use this roadway.

ACTION B-4 (West-Park) -- Close Chain of Lakes Drive West; remove asphalt; landscape, provide equestrian trail.

Transportation Impact: Diverts less than 500 vehicles per 24 hour period to Chain of Lakes Drive East.

ACTION B-5 (West-Park) -- Realign King Drive to intersect Lincoln Way at La Playa; remove excess asphalt, install irrigation, relandscape. Provide a pedestrian walkway along the north side of King Drive. Included as a mitigation measure in the Clean Water Program's Westside Activation Project.

Transportation Impact: Approximately 1330 vehicles would access the Park at King Drive/Lincoln Way per 24 hour period. Negative Declaration, certified July 26, 1984 found that the realignment would not create a significant impact.

POLICY C -- PROVIDE FOR THE GRADUAL IMPLEMENTATION OF A TRANSPORT SYSTEM FOR THE PARK WHICH WOULD BE INTEGRATED WITH PUBLIC TRANSIT AND RECREATIONAL TRANSPORT SYSTEMS OF THE GOLDEN GATE NATIONAL RECREATION AREA.

LONG-TERM ACTIONS

ACTION C-1 (East-Park) -- Develop a demonstration shuttle program for peak weekends and special events, operating from Kezar Stadium grounds, to serve mainly the Music Concourse, Conservatory, and Hall of Flowers. Develop in conjunction with general renovation of the Kezar area.

Transportation Impact: Would require development of more parking at Kezar Stadium; introduces shuttle bus traffic onto Park roads; may possibly reduce east-Park traffic and neighborhood parking infringement.

ACTION C-2 (West-Park) -- Design and implement a west-Park shuttle system if demand for service is proven and shuttle in the east-Park is successful.

Transportation Impact: May reduce traffic and parking demand in west-Park.

POLICY D -- ENCOURAGE THE USE OF PUBLIC TRANSIT FOR RECREATIONAL TRAVEL TO GOLDEN GATE PARK AND ADJOINING RECREATION AREAS.

SHORT-TERM ACTIONS

ACTION D-1 (East-Park) -- Install "Golden Gate Park" destination signs or flags on Muni busses serving the Park, e.g. #5-Fulton, #21-Hayes and #44 O'Shaughnessy.

Transportation Impact: Promotes increased transit usage and reduction of auto dependency for Park visitors.

ACTION D-2 (East-Park) -- Design and construct a transit portal/visitor drop-off area on Fulton Street near 8th Avenue. May incorporate adaptive reuse of the Powell Street Railroad Station at 7th Avenue.

Transportation Impact: May increase public transit usage for Park visitors with destinations in the Museum/Concourse area.

POLICY E -- REGULATE PRIVATE TOUR VEHICLE USE OF GOLDEN GATE PARK BY DESIGNATING IN-PARK ROUTES AND RESTRICTING TOUR VEHICLE PARKING TO SPECIFIED AREAS.

SHORT-TERM ACTIONS

ACTION E-1 (Park-Wide) -- Enforce use of designated tour vehicle route and parking areas adopted by the Recreation and Park Commission, November, 1981, Resolution #12657. The designated route is shown in Figure 1, page 18.

POLICY F -- PROVIDE A PEDESTRIAN CIRCULATION SYSTEM WHICH PROMOTES SAFE AND ENJOYABLE PEDESTRIAN ACTIVITIES.

SHORT-TERM ACTIONS

ACTION F-1 (East-Park) -- Extend existing Kennedy Drive Sunday closure to ten (10) national holidays. The Park Patrol would be authorized to reopen the Park if inclement weather continues to 10 a.m.

Transportation Impact: Same as existing Sunday closure - some vehicles would park in neighborhoods adjacent to the Park, open Park roads would be more congested. The closed roadway would be available for recreational use.

ACTION F-2 (West-Park) -- Initiate Saturday closure on a portion of King Drive from the Transverse Drive intersection west to the Sunset Boulevard intersection and the 25th Avenue entrance.

Transportation Impact: Diverts approximately 6100 vehicles per peak 8 hour period to Middle Drive West and Lincoln Way. Parking for approximately 220 vehicles would be diverted to Middle Drive West and Lincoln Way. Traffic Engineering would make an adjustment in the 25th Avenue/Lincoln Way signal and signage.

ACTION F-3 (East-Park) -- Implement Traffic Engineering's proposed signalized at-grade pedestrian crossing of Kezar Drive to Sharon Meadow.

Transportation Impact: Provides safe pedestrian crossing to Sharon Meadow from east-Park border.

ACTION F-4 (East-Park) -- Narrow Middle Drive East/Kennedy Drive intersection without restricting roadway capacity or parking; extend landscaping; install three-way stop signs, crosswalks.

Transportation Impact: Reduces vehicle speeds within proximity of intersection; improves intersection safety for pedestrians, bicyclists and motorists; removes excess asphalt.

ACTION F-5 (East-Park) -- Implement rechannelization of Kennedy Drive at 8th Avenue and Tea Garden Drive designed by the Department of Public Works.

Transportation Impact: Improves traffic circulation and safety.

ACTION F-6 (East-Park) -- Provide a pedestrian walkway to McLaren Lodge.

Transportation Impact: Improves pedestrian safety.

ACTION F-7 (West-Park) -- Narrow Kenndey Drive/South Fork intersection without restricting roadway capacity or parking; extend landscaping; install three-way stop signs, crosswalks.

Transportation Impact: Reduces vehicle speeds within proximity of intersection; improves pedestrian safety at crosswalk; removes excess asphalt.

ACTION F-8 (West-Park) -- Narrow King Drive/South Fork intersection without restricting roadway capacity or parking; extend landscaping; install three-way stop signs, and bicycle/pedestrian crossing.

Transportation Impact: Reduces vehicle speeds within proximity of intersection; improves intersection safety for pedestrians, bicyclists and motorists; removes excess asphalt.

ACTION F-9 (West-Park) -- Restripe the King Drive/Transverse Drive intersection to reduce pedestrian, vehicular and bicycle conflicts. Provide a bicycle crossing and route designation; improve the pedestrian walkway.

Transportation Impact: Improves intersection safety for pedestrians, bicyclists and motorists.

ACTION F-10 (West-Park) -- Narrow Kennedy Drive at the Great Highway intersection without reducing roadway capacity or parking; build landberm; extend landscaping and irrigation; provide walkway; install a stop sign.

Transportation Impact: Improves intersection safety; removes excess asphalt.

LONG-TERM ACTIONS

ACTION F-11 (East-Park) -- Design realignment of 8th Avenue to Tea Garden Drive to form a common four-way intersection with Kenndey Drive, if DPW rechannelization (Action F-5) is not successful in improving traffic circulation; consider construction as long-term action.

Transportation Impact: Would reduce movement conflicts for vehicles entering and exiting the Music Concourse.

ACTION F-12 (West-Park) -- Pedestrian crossing of Park Presidio Bypass , either grade-separated (tunnel or bridge) or at-grade - study the engineering feasibility and environmental impacts; prepare environmental evaluation; consider construction as long-term action.

Transportation Impact: Improves pedestrian access to Park proper. Consideration of project approval will take place upon completion of the engineering study and environmental evaluation.

POLICY G -- PROVIDE FOR THE SAFE AND CONVENIENT USE OF THE BICYCLE AS A MEANS OF RECREATION AND TRANSPORTATION TO, FROM AND WITHIN GOLDEN GATE PARK; PROVIDE CONTINUITY WITH THE CITY BIKEWAYS PLAN.

SHORT-TERM ACTIONS

ACTION G-1 (Park-Wide) -- Provide continuity between internal Park bikepaths and bikeways of the adopted City Bikeways Plan.

Transportation Impact: Promotes cycling as a transportation mode to, from and within the Park. Proposed Park bicycle route extensions are shown in Figure 2, page 19.

ACTION G-2 (Park-Wide) -- Provide secure bike parking facilities at Park activity centers. Proposed bicycle rack locations are listed in Table 2, page 20.

Transportation Impact: Encourages bicycling as a transportation mode to, from and within Golden Gate Park.

POLICY H -- PROVIDE PARKING FOR PARK VISITORS IN DESIGNATED LOTS AND ALONG ROADWAYS. DISCOURAGE ALL-DAY COMMUTER PARKING WITHIN GOLDEN GATE PARK.

ACTION H-1 (East-Park) -- Restrict all-day commuter parking along selected Park roadways. Complete implementation of adopted Commission policy to post parking restrictions (No Parking 6 a.m. to 9 a.m. Monday through Friday) along Conservatory Drive East and Kennedy Drive from McLaren Lodge to Dahlia Garden Drive.

Transportation Impact: Approximately 80 vehicles which park all day on these Park drives will park outside the Park, within the Kezar Lot or on other unrestricted Park roads.

POLICY I -- DEVELOP AND IMPLEMENT A TRAFFIC SAFETY AND CONTROL PROGRAM FOR ALL TRANSPORTATION MODES: MEASURES SHOULD INCLUDE, BUT NOT BE LIMITED TO, IMPROVED STRIPING, PAVEMENT MESSAGES OR SIGNAGE.

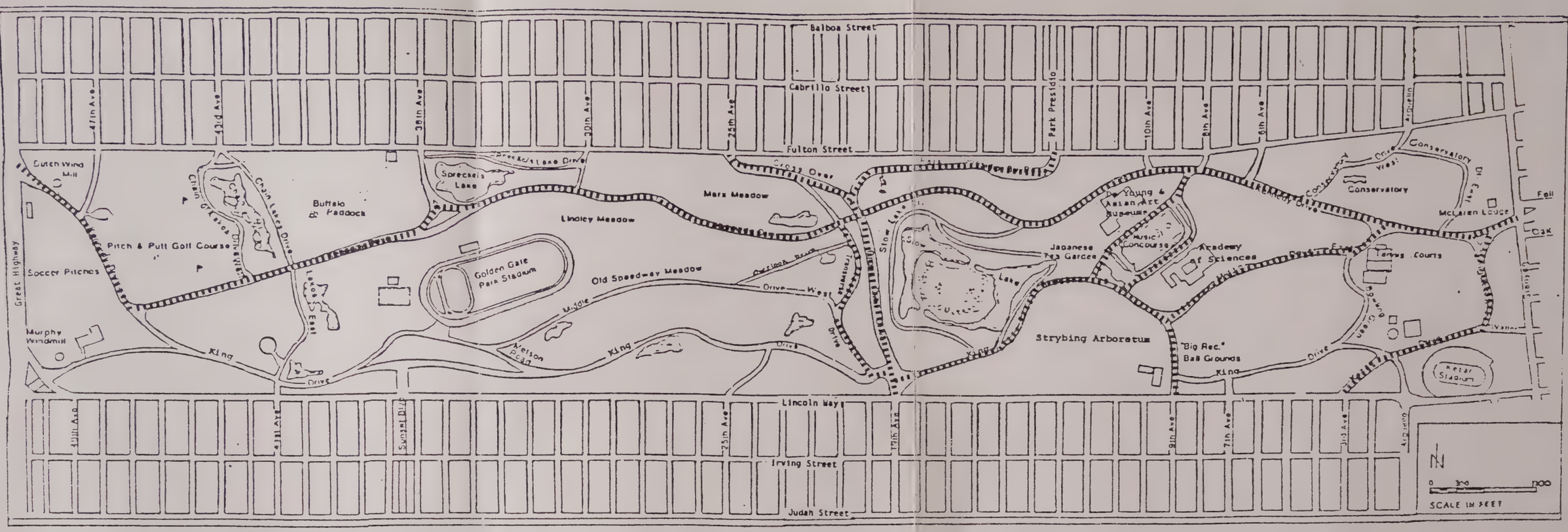
SHORT-TERM ACTIONS

ACTION I-1 (Park-Wide) -- Implement Park-wide safety improvements and traffic controls, including stop signs at 16 intersections, under the supervision of the Department of Public Works, Bureau of Traffic Engineering. Proposed intersection stop sign locations are shown in Figure 3, page 21. See Appendix A for detailed descriptions and locations.

> Transportation Impact: May reduce traffic accidents in the Park; promotes slower vehicle speeds.

ACTION I-2 (Park-Wide) -- Prepare a Park-wide signage survey. Evaluate existing signage for safety and utility; implement recommendations to improve Park signage. The Park sign survey and preliminary recommendations are available on request.

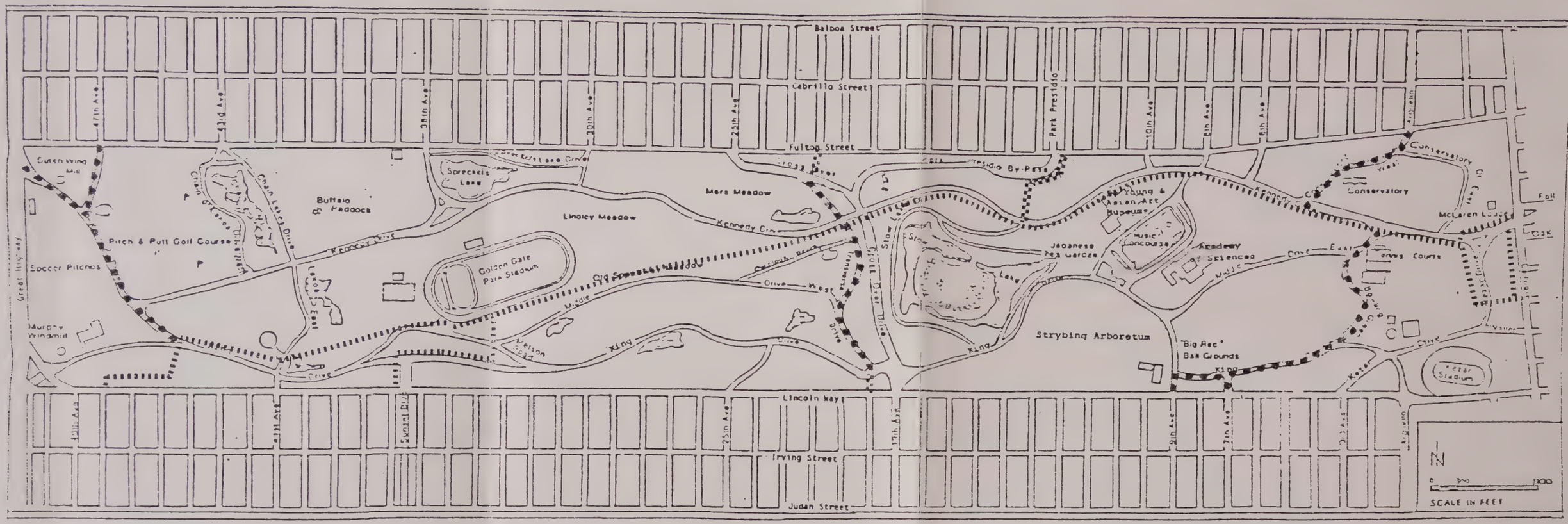
ACTION I-3 (Park-Wide) -- Urge increased enforcement efforts by the San Francisco Police Department of existing traffic and Park Code regulations.



▪▪▪▪▪▪▪▪▪ Designated Tour Bus Route

Figure 1

Designated Tour Bus Route



Existing Bicycle Route

Proposed Bicycle Route on Existing Paths

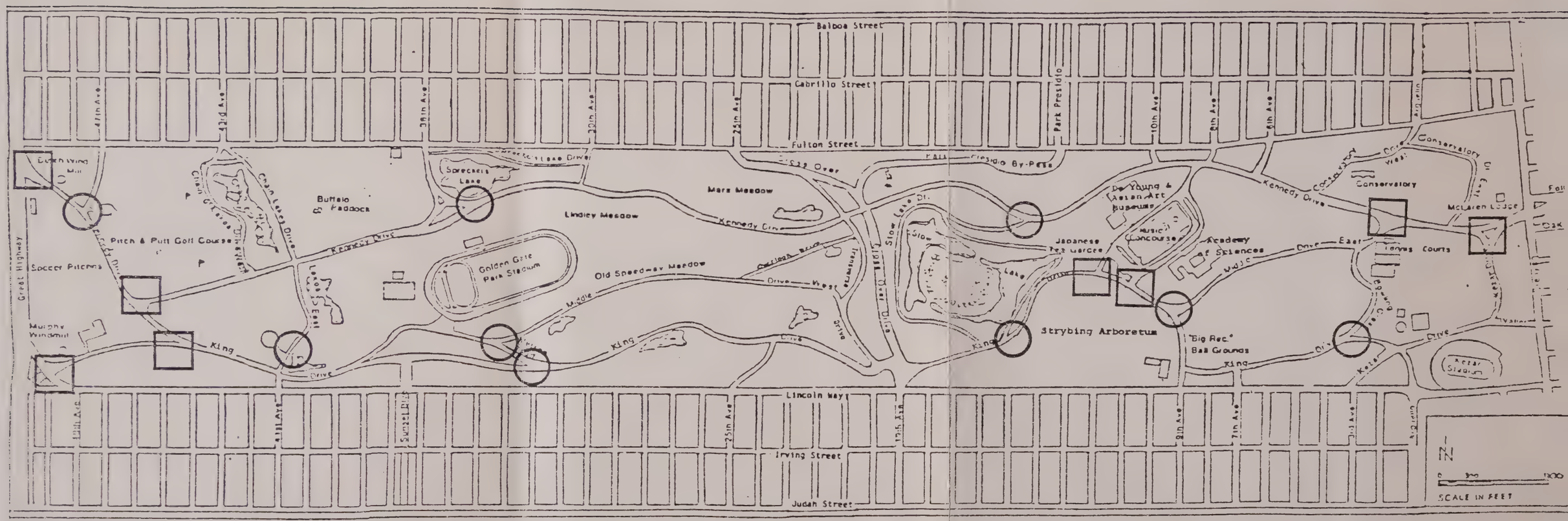
Proposed Bicycle Route Signage on Existing Roadways

Figure 2
Proposed Bicycle Route Extensions

TABLE 2

PRELIMINARY RECOMMENDATIONS -
BICYCLE RACK LOCATIONS IN GOLDEN GATE PARK

Location	Number of Bicycles	Comments
1. McLaren Lodge	4 to 8	2 units max per side.
a. Patio		
b. Parking Lot, nr. Stanyan	4	Needs bollards.
2. Childrens' Playground	4 to 8	Replace existing rack, walk bike signs needed.
a. East of Sharon Building		
b. East of Carousel	8 to 12	Replace existing rack, walk bike signs needed.
c. East of Restroom	4	Not recommended by staff.
3. Tennis Courts	8	
4. Big Rec-North of Bleachers	4 to 6	Walk bike signs needed.
5. Hall of Flowers	4	
a. Near 9th Avenue		Arboretum Director eager to incorporate in redesign plans.
b. On large sidewalk	12 to 16	
6. Arboretum - Front		
a. Present location	12	Incorporate in redesign plans.
b. Unpaved section adjacent	4	
7. Arboretum - North Entrance		
a. Present location	4 to 6	
b. Other side	4 to 6	May require trimming of shrubs.
8. Across from Tea Garden	16	On present roadway.
9. DeYoung Museum		
a. Adjacent to N. Parking lot.	4 + 4	Reviewed with DeYoung.
10. Academy of Science		
a. Present locations	6 + 6	Review with Academy.
b. Porch, each side	8 + 8	
c. South entrance	4 to 6	
11. Stow Lake, Boat House		
a. To the West, present racks	8 to 12	
b. Other locations	2 - to be determined	
12. Polo Field - South		Not recommended.
13. Polo Field - North		Bikes locked to fence.
14. Angler's Lodge - East of Lodge by pool, east benches.	2 to 6	Review with Angler's, not recommended by staff.
15. Spreckels Lake - West of drinking fountain.	4 to 6	Review with Model Yacht Club.
16. Soccer Field - South of restroom, west of bumper logs by parking area.	6 to 8	Needs surfacing or footing.
17. Beach Chalet	6 to 8	Should be installed by dept. to enhance new development.
18. Tulip Garden		Not recommended.
19. Kezar - in view of parking lot attendant	8 to 12	
20. Conservatory	8 to 10	Replace existing rack, integrate with redesign of entrance area.

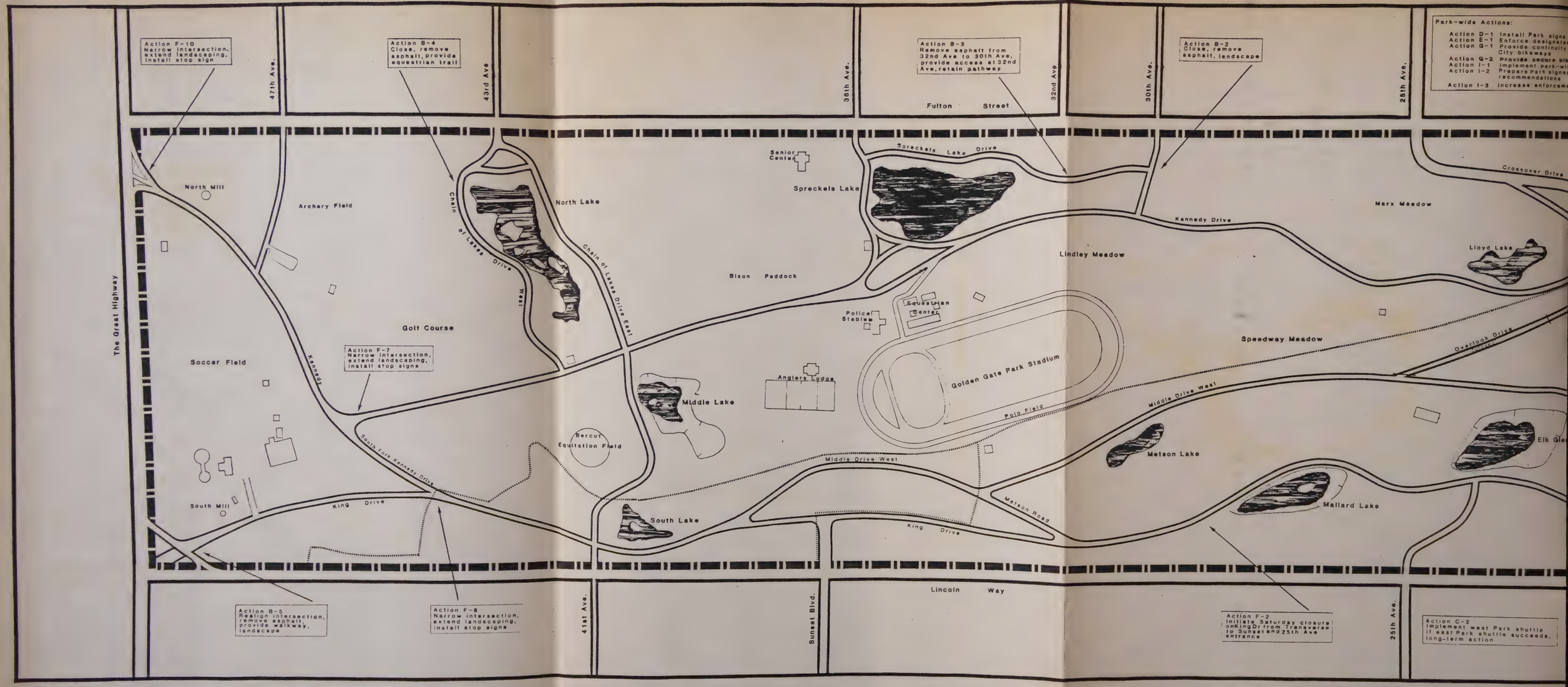


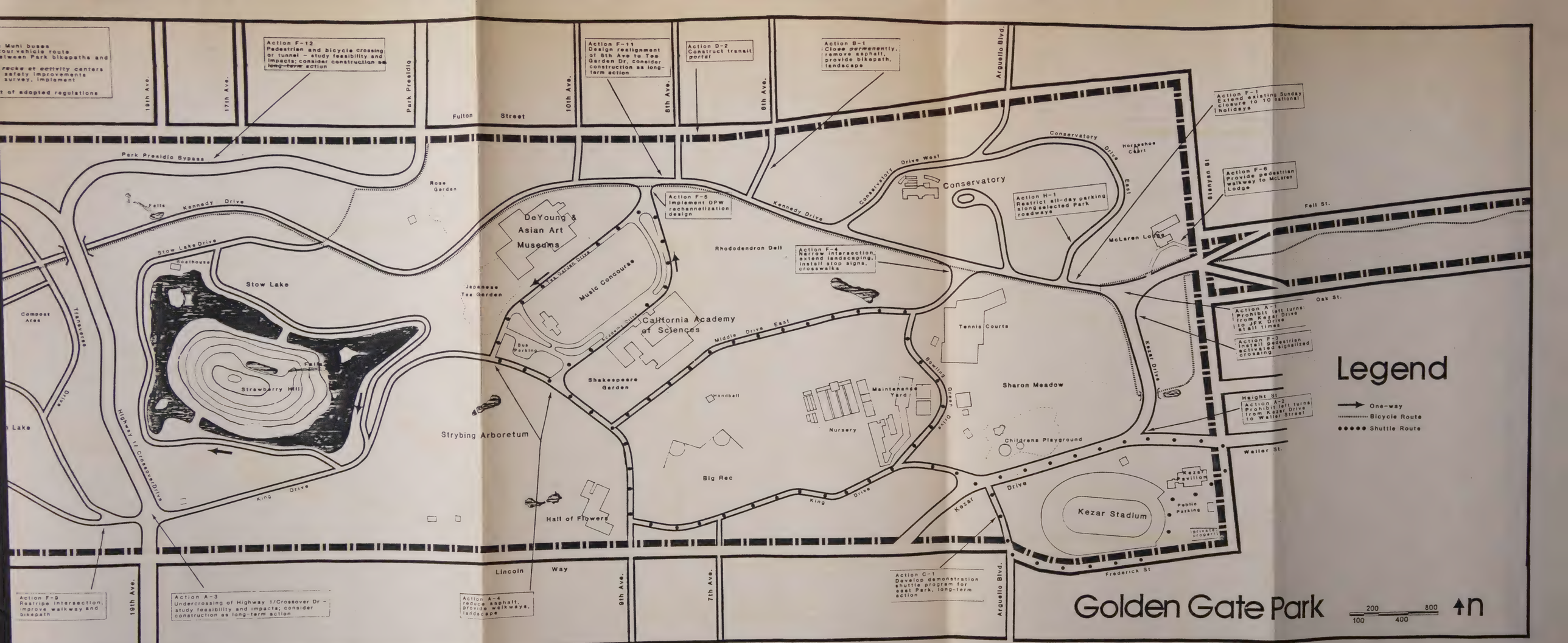
Locations Proposed for Narrowing Intersection Asphalt (will not restrict road capacity), Extending Landscape and installing Stop Signs and Crosswalk Striping

Locations Proposed for Stop Signs and Crosswalk Striping

Figure 3

Intersection Improvements


Action F-10
Narrow intersection, extend landscaping, install stop sign
Action B-4
Close, remove asphalt, provide equestrian trail
Action B-3
Remove asphalt from 32nd Ave to 30th Ave, provide access at 32nd Ave, retain pathway
Action B-2
Close, remove asphalt, landscape
Park-wide Actions:
Action D-1 Install Park signs
Action E-1 Enforce designated
Action G-1 Provide continuity City bikeways
Action G-2 Provide secure bi
Action I-1 Implement park-wi
Action I-2 Prepare Park signa recommendations
Action I-3 Increase enforcem
47th Ave.
43rd Ave
36th Ave.
32nd Ave
30th Ave.
25th Ave.
Fulton Street
Sloat Blvd.
Skyline Blvd.
The Great Highway
North Mill
Archery Field
Chain of Lakes Drive West
North Lake
Chain of Lakes Drive East
Senior Center
Spreckels Lake
Spreckels Lake Drive
Crossover Drive
Marx Meadow
Kennedy Drive
Lloyd Lake
Lindley Meadow
Bison Paddock
Police Stables
Equestrian Center
Golf Course
Soccer Field
Action F-7
Narrow intersection, extend landscaping, install stop signs
Kennedy
Speedway Meadow
Overlook Drive
Golden Gate Park Stadium
Polo Field
Middle Drive West
Anglers Lodge
Middle Lake
Bercut Equitation Field
South Fork Kennedy Drive
Metson Lake
Elk Gle
Mallard Lake
Metson Road
South Mill
King Drive
South Lake
Lincoln Way
Action B-5
Realign intersection, remove asphalt, provide walkway, landscape
Action F-8
Narrow intersection, extend landscaping, install stop signs
41st Ave.
Sunset Blvd.
Action F-2
Initiate Saturday closure on King Dr. from Transverse to Sunset and 25th Ave entrance
25th Ave.
Action C-2
Implement west Park shuttle if east Park shuttle succeeds, long-term action



Transportation Management Plan

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APPENDIX A

SAFETY IMPROVEMENTS

AND TRAFFIC CONTROLS

APPENDIX A

SAFETY IMPROVEMENTS AND TRAFFIC CONTROLS

Recommendations contained in Appendix A are designed to improve safety conditions at ten sites identified as having the highest accident rates within the Park and to reduce vehicle speeds within the Park by installing arterial stops and crosswalk striping at ten additional roadway intersections. The improvements recommended below can be installed by the Department of Public Works, Bureau of Traffic Engineering with funds from the annual State Gas Tax allocation. Where applicable, cost estimates of the recommended improvements are provided.

SAFETY IMPROVEMENT RECOMMENDATIONS FOR HIGH ACCIDENT FREQUENCY LOCATIONS.

The first section of Appendix A presents an assessment and recommendations for the locations with the highest accident frequencies. The assessment was based on data available from 1976 through 1981. Overall, the total number of vehicle accidents that have occurred at any specific site within the Park is relatively low when compared to the number of accidents on major Park perimeter or arterial roadways such as Kezar Drive or Crossover Drive. This is due to the great differences in traffic volumes typically carried on minor and major Park roadways. To obtain an overview of accident patterns, accident rates were used as a minimum basis for identifying accident locations. In addition, direct observations by the consultant and the Recreation and Park Department staff were also used in the identification of potential traffic safety problems. The total number of accidents within, or near the vicinity of a specific Park location (such as an intersection) were tabulated and classified by accidents. Table A-1 provides a listing of these areas. Although the locations are described by intersection, the estimated accident rate applies to the general vicinity of the intersection.

TABLE A-1
PARK LOCATIONS WITH HIGHEST ACCIDENT FREQUENCIES

Location	Accident Rate MEV*
1. Middle Drive West at King Drive	4.64
2. King Drive at Middle Drive East	4.08
3. Kezar Drive at Waller Street	2.11
4. Crossover Drive at Park Presidio Bypass	2.02
5. Chain of Lakes Drive East at King Drive	1.38
6. King Drive at Sunset Boulevard	1.19
7. Kennedy Drive at 36th Avenue	1.18
8. King Drive at Crossover Drive	1.07
9. Kezar Drive at King Drive	1.03
10. King Drive at Stow Lake Drive	0.96

* Million Entering Vehicles (MEV)

Site 1

MIDDLE DRIVE WEST AT KING DRIVE

Conditions

Existing control - "STOP" sign on Middle Drive West. 1976-1981 reported accidents - 28. Predominant accident type - right turn collisions.

Narrative

King Drive carries large volumes of daily traffic, often at high speeds. The visibility of the intersection for eastbound traffic on King Drive is impaired by the road curvature, and for westbound traffic is impaired by shrubbery and the acute angle of the intersection. Similarly, sight distance from Middle Drive West is obscured to the east by shrubbery and to the west by the road curvature. One bicycle and three pedestrian accidents were reported during the analysis period. Nighttime accidents accounted for 26% of the total collisions.

Recommendations

1. Consider using highly reflective white paint to define intersection markings (Cost $100.00)

2. Consider installing a "SLOW" warning sign on King Drive approaches to the intersection. (Cost $300.00)

Site 2

KING DRIVE AT MIDDLE DRIVE EAST

Conditions

Existing control - "STOP" sign on Middle Drive East. 1976-81 reported accidents - 10. Predominant accident type - sideswipe of parked cars.

Narrative

This intersection is often congested at peak periods due to the activities at the Museums/Concourse and Hall of Flowers. Curbside parking is prohibited on portions of the south side of King Drive. Curbside parking is allowed on the north side of King Drive. Sight distance of oncoming vehicles can be restricted for drivers on Middle Drive East. Due to parked vehicles, sideswipe and head-on collisions have occurred at this intersection.

Recommendations

1. Install "STOP" signs, pavement messages and crosswalk striping on King Drive approaches to this pavement. (Cost $728.00).

2. Prohibit curbside parking for a distance of a least twenty feet (east and west of Middle Drive East) along the northside King Drive. (Cost $30.00).

Site 3

KEZAR DRIVE AT WALLER STREET

Conditions

Existing control - "STOP" sign on Waller Street. 1976-1981 reported accidents - 90. Predominant accident type - sideswipe of parked cars.

Narrative

Kezar Drive eastbound narrows from two lanes to one lane at Waller Street. The intersection is channelized. This intersection would benefit from a thorough traffic engineering evaluation which studies possible widening of Kezar Drive eastbound to two lanes between Waller Street and Kennedy Drive. The large volumes of traffic, road curvature, narrow traffic lanes and restricted sight distance contribute to the accident history of this intersection.

Recommendations

1. Consider using reflective paint marking along the lane lines and center line. (Cost $300.00)

2. Remove curbside parking along Kezar Drive eastbound and westbound for a distance of 100 feet west of the intersection with Waller Street (Cost $500.00).

3. Consider installing a "THRU TRAFFIC MERGE LEFT" sign (W74) on eastbound Kezar Drive prior to the 150 feet of solid white line. (Cost $125.00)

4. Consider installing two flashing yellow beacons at the intersection facing eastbound and westbound drivers on Kezar Drive. (Cost $20,000.00).

5. Consider prohibiting left turns from Kezar Drive into Waller Street. (Action A-3) (Cost $500.00)

6. Consider painting median and island white to improve nighttime visibility. (Cost $100.00)

Site 4

CROSSOVER DRIVE AT PARK PRESIDIO BYPASS

Conditions

Existing control: Traffic Signal. 1976-1981 reported accidents - 66. Predominant accident types - left turn, stopped in traffic, rear end and fixed object accidents.

Narrative

Park Presidio Bypass is State Highway 1, and therefore is subject to corrective measures developed and implemented by the State Department of Transportation. This intersection is characterized by high vehicle speeds, narrower than normal traffic lanes and is positioned at the terminus of a sharp curve on Park Presidio Bypass. An impact attenuator, warning signs and other corrective measures are already in place.

Recommendations

1. Dialogue between the City and Caltrans should be coordinated with the goal of developing long-term improvement alternatives for this roadway segment.

Site 5

CHAIN OF LAKES DRIVE EAST AT KING DRIVE

Conditions

Existing control - four way "STOP" signs. 1976-1981 reported accidents - 14. Predominant accident type - head on and sideswipe collisions.

Narrative

Sight distance from all approaches of this intersection is reasonably good. Disobedience of the "STOP" sign is the primary cause of accidents. This site could benefit from installation of speed humps or rumble strips on the King Drive approaches to slow vehicle speeds prior to the intersection.

1. Install"STOP AHEAD" warning signs on all intersection approaches. (Cost $500.00).

2. Install speed humps or rumble strips on King Drive approaches to intersection. Leave section of pavement area clear for bicycles. (Cost $2,400.00 - $5,600.00).

3. Paint "STOP" messages to supplement the "STOP" signs on all intersection approaches. (Cost $300.00)

4. Conduct selective enforcement during peak periods to reduce the incidence of "STOP" sign violations. (Cost n/a).

Site 6

KING DRIVE AT SUNSET BOULEVARD

Conditions

Existing control - Three way "STOP". 1976-1981 reported accidents - 23. Predominant accident type - Bicycle and sideswipe accidents.

Narrative

Sight distance at this intersection is reasonably good. Excessive vehicle speeds and disobedience of "STOP" signs are contributing factors to accidents. In addition to bike and sideswipe accidents, head-on collisions and collisions with fixed objects have also occurred.

Recommendations

1. Consider installation of "STOP AHEAD" warning signs for King Drive. (Cost $250.00)

2. Consider installation of speed humps or rumble strips to reduce vehicle speeds. Leave section of pavement area clear for bicycles.(Cost $2,400.00 - $5,600.00)

3. Consider prohibiting curb parking within fifty feet of intersection along King Drive and Sunset Boulevard. (Cost $250.00)

Site 7

KENNEDY DRIVE AT 36th AVENUE

Conditions

Existing Control - none. 1976-1981 reported accidents - 12. Predominant accident types - bicycle, pedestrian and sideswipe accidents.

Narrative

Prior to 36th Avenue, Kennedy Drive splits into a one-way roadway bypassing the Rhododendron Island. This roadway segment is characterized by high pedestrian and cyclist volumes at Spreckels Lake, Lindley Meadow and the Park Stadium. There are two pedestrian crosswalks, one on 36th Avenue and one on Kennedy Drive. Sight distance is often restricted by parked vehicles along Kennedy Drive and by vegetation on the Rhododendron Island.

Recommendations

1. Install "STOP" sign and appropriate pavement message, at the eastbound Kennedy Drive intersection approach. (Cost $125.00)

2. Install a "STOP" sign, pavement message and limit line at the eastbound Kennedy Drive intersection approach. (Cost $130.00)

3. Prohibit parking on the north side of Kennedy Drive for a distance of thirty feet east and west of the crosswalk. (Cost $75.00)

4. Repaint the "SLOW XING" Pavement messages on eastbound Kennedy Drive . Paint new "SLOW XING" message on westbound Kennedy Drive (Cost $75.00)

5. Improve striping design to facilitate 36th Avenue exit by eastbound Kennedy Drive traffic.

6. Stripe a center line along 36th Avenue entrance road with highly reflective white paint to distinguish lanes. (Cost $200.00).

7. Trim back existing shrubbery along 36th Avenue entrance road or relandscape with low growing plant material.

Site 8

KING DRIVE AT CROSSOVER DRIVE

Conditions

Existing Control - four way, two phase traffic signal. 1976-1981 reported accidents - 18. Predominant accident types - stopped in traffic, sideswipe and fixed object accidents.

Narrative

This section of Crossover Drive is State Highway 1. This intersection is a major conflict point between through traffic and park related traffic. The stopped in traffic accidents may be attributed to general recreational driver confusion and unfamiliarity with this major intersection.

Recommendations

1. Consider constructing a King Drive undercrossing of Crossover Drive to fully separate park traffic from through traffic. (Action A-3) (Cost $1.0 million)

2. Dialogue between the City and Caltrans should be coordinated to develop alternative long term improvements.

Site 9

KEZAR DRIVE AT KING DRIVE

Conditions

Existing control - two way, two phase traffic signal. 1976-1981 reported accidents - 44. Predominant accident types - sideswipe of parked vehicles, stopped in traffic and fixed object accidents.

Narrative

Kezar drive is a major city arterial which passes through the southeast corner of the Park. King Drive intersects Kezar drive at an acute angle, which can restrict sight distance from King Drive, particularly when curbside parking on Kezar Drive is at full occupancy. The intersection is fully channelized with raised islands.

Recommendations

1. Consider prohibiting curbside parking on the north and south sides of Kezar Drive at points where travel width or sight distance is restricted. (Cost $300.00)

Site 9 (con't)

2. Paint the noses of channelizing islands with a highly reflective white paint. (Cost $250.00)

3. Apply highly reflective white paint to better delineate traffic lanes. (Cost $100.00)

4. Consider installing "Park Entrance" information sign prior to King Drive to alleviate drive confusion.

Site 10

KING DRIVE AT STOW LAKE DRIVE

Conditions

Existing control - none. 1976-1981 reported accidents - 16. Predominant accident types - sideswipe, right angle and collisions with parked vehicles.

Narrative

Stow Lake Drive is a one-way loop road encircling Stow Lake. The entrance and exit are provided at two points on King drive. Sight distance for exiting vehicles is restricted by the curvature of King Drive. Visibility of oncoming vehicles is limited by vegetation and road curvature, thereby making left turn movements onto Stow Lake Drive potentially difficult. In addition to sideswipe and right angle collisions with parked vehicles, head-on accidents have also occurred.

Recommendations

1. Install a "STOP AHEAD" warning sign (W17) prior to intersection of Stow Lake Drive East (exit) with King Drive; install a "STOP" sign, supplemental "STOP" pavement message and crosswalk. (Cost $430.00)

2. To improve sight distance, prohibit curbside parking on the north side of King Drive for a distance of 75 feet east of the Stow Lake Drive exit, and for the 175 foot distance between the Stow Lake Drive entrance and exit. (Cost $168.00)

LOCATIONS RECOMMENDED FOR ARTERIAL STOPS AND CROSSWALK MARKINGS.

This section of Appendix A itemizes those locations where arterial stops and crosswalk markings have been recommended by the Department of Public Works, Bureau of Traffic Engineering to reduce vehicle speeds and create a more pedestrian oriented circulation system.

Site 1

JOHN F. KENNEDY DRIVE AT STOW LAKE DRIVE

Recommendations

1. Install three way arterial "STOP" signs and appropriate pavement messages. (Cost $225.00)

2. Add crosswalk striping at the Kennedy Drive westbound intersection approach. (Cost $300.00)

Site 2

47TH AVENUE AT JOHN F. KENNEDY DRIVE

Recommendations

1. Install "STOP" sign and appropriate pavement messages on 47th Avenue intersection approach at existing crosswalk. (Cost $125.00)

Site 3

MARTIN LUTHER KING, JR. DRIVE AT BOWLING GREEN DRIVE

Recommendations

1. Install "STOP" sign and appropriate pavement messages on the Bowling Green Drive intersection approach at existing crosswalk. (Cost$125.00)

2. Install "STOP" sign, appropriate pavement messages and limit line at the King Drive westbound intersection approach. (Cost $130.00)

Site 4

MARTIN LUTHER KING, JR. DRIVE AT METSON ROAD

Recommendations

1. Install "STOP" sign, appropriate pavement messages and crosswalk at the Metson Road intersection approach. (Cost $325.00)

2. Install "STOP" signs, appropriate pavement messages and limit lines at both east and westbound King Drive intersection approaches. (Cost $255.00)

Site 5

METSON ROAD AND MIDDLE DRIVE WEST

Recommendations

1. Install a "STOP" sign and appropriate pavement messages at Middle Drive West eastbound intersection approach at existing bicycle crossing (Cost $125.00).

Site 5 (con't)

2. Install a "STOP" sign, appropriate pavement messages and crosswalk at the Middle Drive West westbound intersection approach. (Cost $325.00)

3. Install a "STOP" sign, appropriate pavement messages and limit line at the Metson Road intersection approach. (Cost $130.00)

Site 6

CHAIN OF LAKES DRIVE AT BERCUT FIELD INTERSECTION

Recommendations

1. Install "STOP" sigh and appropriate pavement messages on all intersection approaches. (Cost $500.00)

2. Install "STOP AHEAD" warning signs on Chain of Lakes Drive intersection approaches. (Cost $500.00)

Site 7

JOHN F. KENNEDY DRIVE AT MIDDLE DRIVE EAST

Recommendations

1. The following traffic controls will be installed as part of Action F-4: three-way arterial stops, appropriate pavement messages, crosswalks at the Middle Drive East and Kennedy Drive westbound intersection approaches and a limit line at the Kennedy Drive eastbound intersection approach.

Site 8

JOHN F. KENNEDY DRIVE AT THE GREAT HIGHWAY

Recommendations

1. The following traffic controls will be installed as part of Action F-10: an arterial stop, appropriate pavement messages and a crosswalk at the Kennedy Drive westbound intersection approach.

Site 9

JOHN F. KENNEDY DRIVE AT THE SOUTH FORK OF KENNEDY DRIVE

Recommendations

1. The following traffic controls will be installed as part of Action F-7: three way arterial stops, appropriate pavement messages and crosswalks striping at all intersection approaches.

Site 10

MARTIN LUTHER KING, JR. DRIVE AT THE SOUTH FORK OF KENNEDY DRIVE

Recommendations

1. The following traffic controls will be installed as part of Action F-8: three-way arterial stops, appropriate pavement message, crosswalks at the South Fork and King Drive westbound intersection approaches, a limit line at the King Drive eastbound intersection approach.

APPENDIX B

DRAFT TRANSPORTATION PLAN - COMMENT SUMMARY AND FINAL CONSULTANT RECOMMENDATIONS

JANUARY 1984

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INTRODUCTION

Planning efforts for a transportation plan for Golden Gate Park have been conducted over the last two years. A Draft Transportation Plan was prepared for citizen review in September 1983. The Draft Transportation Plan received a mix of comments - both in support and in opposition to the proposed plan actions.

Jefferson Associates, Inc., the preparers of the Draft Transportation Plan for Golden Gate Park, developed numerous transportation measures to implement adopted transportation policies of the Golden Gate Park Master Plan Statement of Objectives and Policies. In doing so, a balance was sought between the transportation needs of park visitors and neighborhood traffic concerns. Informational meetings were held on October 13, 1983 at SPUR and October 18, 1983 at McLaren Lodge. A public hearing was held by the Recreation and Park Commission on October 27, 1983. Through these meetings , the Draft Transportation Plan has begun to take shape. The Draft Plan has evolved into a collection of short and long-term actions to be evaluated and approved by the Recreation and Park Commission.

This memorandum is intended to assist the Recreation and Park Department in their final departmental report to the Recreation and Park Commission by summarizing the written and verbal comments received on the Draft Transportation Plan, evaluating their content, and presentation of final consultant recommendations.

Note: Since the submittal of the Draft Transportation Plan in October 1983, South Drive has been officially renamed Martin Luther King, Jr. Drive. For the purposes of continuity and clarity, this roadway is still referred to as South Drive in this report.

I. SUMMARY OF COMMENTS

The following is a summary of comments on the Draft Transportation Plan received during the public review period. The proposed actions of the Draft Plan received a wide range of comments from the public and various park groups. In general, the majority of the comments were in support of the plan goals objectives, and focus. Groups that supported the Draft Plan include San Francisco Tomorrow, the League of Women Voters of San Francisco, and the Sierra Club.

Road Closures

In general, the majority of negative comments were concentrated in opposition to further closure of park roads, particularly park access roads such as 30th Avenue. The principal public concerns with proposed road closures are decreased access to park activity centers, and disruption of cross-park commute patterns. Permanent closure of 6th Avenue was also opposed by residents of the Richmond District and representatives of the San Francisco Municipal Railway (Muni) and the San Francisco Department of City Planning (DCP); however, much of the opposition was concerned more with the re-routing of the line 44 - O'Shaughnessy to Cabrillo Street and 8th Avenue that resulted from the 6th Avenue closure, rather than the actual closure.

The recommended closure of John F. Kennedy Drive (JFK Drive) on Saturdays and holidays (in addition to the Sunday closure) received a mix of comments. A representative of the Fine Arts Museums of San Francisco objected to further closure of JFK Drive citing the possibility of negative impacts on museum patronage through reduced vehicle access. Other groups such as the Golden Gate Audubon Society and the Stow Lake Company also opposed this action for similar reasons. The San Francisco Department of Public Works (DPW) noted that this action could result in traffic impacts on Fulton Street of a more severe nature than the present Sunday closure. Various bicycle organizations and private citizens supported the concept of a Saturday closure. The California Academy of Sciences did not oppose closure of JFK Drive on Saturday provided easy vehicle access is retained by keeping 8th Avenue open during weekends and holidays.

Representatives of bicycling groups supported the concept of road closures; however, they expressed the need to retain portions of roadway asphalt for bicycle use in order to maintain the existing number of park entrances available to bicycles.

Cul-de-Sacs

Several citizens and park groups supported the concept of cul-de-sacs as a means of restricting the flow of non-park through traffic. The proposal to create cul-de-sacs on Chain of Lakes Drive East received supporting and opposing comments. Residents of the Sunset and Richmond Districts opposed this proposal on the erroneous belief that it would eliminate a cross-park route in the West Park. Several citizens commented that cul-de-sacs and subsequent re-routing of through traffic to South and Kennedy Drives would enhance the recreational enjoyment of the Chain of Lakes as a naturalistic area. Some citizens opposed the concept of cul-de-sacs based on the fear that they would create more isolated park areas and increase park visitors' vulnerability to crime and other threats to personal safety.

Traffic Restrictions

Some proposed actions involved restriction of turning movements along park roads for the purposes of improving traffic circulation and safety. The proposed action that generated the most concern was restriction of left turns from South Drive to Highway One/Crossover Drive during weekday PM peak periods. The primary concern with this proposal is that traffic congestion could likely result on adjacent intersections. The California State Department of Transportation (Caltrans) recommended that detailed traffic analyses be conducted at all Highway One and local street intersections within the influence area. The City DPW recommended more detailed traffic analyses at all adjacent intersections. Both agencies expressed concern with implementation of this proposed action prior to additional detailed studies.

Parking

The most controversial parking issue was related to the proposal to price parking in the Concourse. The California Academy of Sciences and several citizens expressed support for this concept, provided that parking rates are modest and time limits allow for leisurely visits to the Academy and other cultural institutions. Other Concourse institutions, however, such as The Fine Arts Museums of San Francisco, opposed priced parking on the grounds that it would be perceived as "gouging" of the public, and would divert available San Francisco Police Department services from crime prevention to parking enforcement. The Golden Gate Audubon Society and several citizens also opposed priced parking citing that it makes preferred parking available only to those who can afford it. Other proposals to develop additional parking at the Kezar Stadium site were viewed positively by several citizens and some park groups. Some reviewers were concerned that improvement costs associated with realigning Arguello Boulevard to South Drive and additional parking, may not be justified if a long term park shuttle system proves to be infeasible.

Shuttle Bus System

In general, most reviewers supported the concept of a demonstration park shuttle bus system. Support was expressed by numerous citizens, the California Academy of Sciences, Golden Gate Audubon Society, and the Stow Lake Company. The consensus on shuttle operations was that in order to attract riders, fares should be modest; service should be frequent; and routes should be designed to avoid long walks.

Public Transit

No substantive comments were received from the citizenry, park organizations, or the Muni regarding the proposed action to increase public transit service to Golden Gate Park.

Bikeways Planning

The various proposals to give more emphasis to bicycles as a means of transportation to, within, and from Golden Gate Park were reviewed by representatives of the San Francisco Bicycle Coalition. The consensus was that the bicycle planning proposals were well-intended and overdue; however, it was felt that the other plan policies and proposed actions related to other transportation modes, were in conflict with bicycle usage, and could possibly impede bicycling rather than encourage it. It was suggested that the language of proposed new Policy G (relating to bike use) be revised to reflect increased bike use "to and from" as well as within Golden Gate Park.

Bicycling advocates felt that greater attention should be devoted to provision of secure bike parking facilities at park activity centers; retention of portions of roadways proposed for closure for bicycle use; and assessment of alternative traffic safety measures (e.g. painted warnings instead of reflective pavement markers) to minimize safety hazards to bicyclists. Bicycle lanes on JFK Drive were strongly opposed on the grounds that their proper use would be difficult to enforce (i.e. infringement by skaters and runners), and that safety benefits to bicyclists are minimal as bike lanes encourage wrong-way riding and often are cluttered with debris that is hazardous to bicyclists.

Other Comments

Safety Improvement Program

The concept of a park-wide safety improvement program was well received by most reviewers. Representatives of the San Francisco Bicycle Coalition as well as other citizens opposed those corrective measures which potentially affect bicycle usage including

rumble strips and reflective pavement markers. A reviewer from the Recreation and Park Engineering Division recommended redesign of numerous park intersections, and additional traffic circulation measures to improve traffic safety. A concerned citizen suggested that a traffic signal be installed at the intersection of JFK Drive and Kezar Drive to improve traffic safety and circulation.

Pedestrian and Bicycle Overcrossings

Under proposed new plan policy F relating to promoting traffic safety, several reviewers voiced concern with the estimated costs, visual impacts, and land requirements associated with construction of pedestrian overcrossings at Kezar Drive and Park Presidio By-Pass. Several reviewers supported the concept of providing pedestrian access to the Park at this location from Fulton Street, either through a pedestrian overcrossing or tunnel. It was suggested by one citizen that pedestrian tunnels be considered as an alternative to overcrossings at Kezar Drive and Park Presidio By-Pass.

Roadway Realignments

Two roadway realignments were proposed at 8th Avenue and JFK Drive, and Arguello Boulevard and South Drive. Several citizens and park groups supported the proposal at 8th Avenue citing the need to improve traffic circulation and safety into the Concourse. Other groups such as the Department of Public Works, and the Fine Arts Museums of San Francisco expressed concern that realignment could attract more vehicles to this access point, and result in traffic congestion on 8th Avenue.

Nearly all comments received on the realignment of Arguello Boulevard to South Drive supported this proposal as a means of improving vehicle access to Kezar Stadium parking areas, particularly if the shuttle bus system is successful.

Undercrossings

Two undercrossings were proposed at South Drive and Highway One/Crossover Drive, and at Arguello Boulevard and Kezar Drive. Numerous citizens supported the concept of separating non-park traffic to enhance park use. Other reviewers supported the proposed undercrossing provided their construction does not take too much park land. The San Francisco DPW expressed concern that an undercrossing could result in long-term traffic congestion impacts on adjacent intersections along 19th Avenue and Lincoln Way, particularly on Sundays. Caltrans presented no specific comments on the proposed undercrossing of Highway One, but issued a general comment that any work planned within the State Highway right-of-way must be fully described and evaluated for environmental impacts.

The undercrossing of Kezar Drive received some support but the San Francisco DPW and Recreation and Park Engineering suggested that action on this proposal be witheld prior to the results of the demonstration shuttle bus system. In the interim, it was suggested that South Drive be converted to one-way into the park to improve traffic flow.

II. EVALUATION OF CRITICAL ISSUES

As a result of the public review of the Draft Transportation Plan, several issues require additional evaluation. These issues typically have received considerable comment during the public review period.

Road Closures

6th Avenue -- Sixth Avenue between JFK Drive and Fulton Street has been closed to vehicle traffic on a trial basis since November, 1981 (prior to the start of the Golden Gate Park Transportation Study). During Phase I and II of this study, it was determined that the closure did not result in significant environmental impacts. In the Draft Transportation Plan, it was proposed that 6th Avenue be permanently closed, its asphalt removed, and the remaining area relandscaped as park land.

Since preparation of the Draft Plan, opposition has been received from residents of the Richmond District, primarily from residents living on 8th Avenue and Cabrillo Street, the San Francisco Municipal Railway, and other concerned citizens. Opponents to the permanent closure of 6th Avenue stated that the closure has resulted in the rerouting of Muni buses to Cabrillo Street and 8th Avenue, resulting in traffic safety, noise, vibrational, and air quality impacts. The Muni has stated that the closure has increased bus travel time for the line 44 - O'Shaugnessy. Both groups advocated the re-opening of 6th Avenue and closure of 8th Avenue.

A meeting was held between the Recreation and Park Department, Muni, the departments of public works and planning, and the project consultant. One particular option for mitigating the impacts of the Muni buses was identified at this meeting, that involved routing the diesel buses to Fulton Street via 6th Avenue (instead of on Cabrillo Street), and requiring left turns by Muni buses from Fulton Street to 8th Avenue (in the southbound direction) and to 6th Avenue (in the northbound direction).

To determine the feasibility of having Muni buses execute left turns from Fulton Street to 8th Avenue, traffic counts were conducted. Twenty-four hour machine traffic counts were conducted by the San Francisco Department of Public Works on Tuesday, November 8th, on Fulton Street and Kennedy Drive. A member of the San Francisco Recreation and Park Department planning staff conducted a.m. and p.m. peak period counts of left turn movements from Fulton Street to 8th Avenue.

The counts showed that daily traffic on Fulton Street and Kennedy Drive was approximately 18,500 and 15,600 cars, respectively. During the p.m. peak period (4:00 to 6:00 p.m.), approximately 3,200 cars travel on Fulton Street, and approximately 3,100 cars travel on Kennedy Drive.

During the a.m. peak period (7:00 to 9:00 a.m.), approximately 70 cars were observed to execute left turns from Kennedy Drive to 8th Avenue with no apparent difficulty (in terms of safety conflicts) or appreciable wait. The average wait per turning vehicle was approximately 10 seconds.

Roughly 180 cars were observed executing left turns during the period of 4:00 p.m. to 5:30 p.m. As during the a.m. period, these movements were executed with no apparent difficulty or appreciable wait. The average wait per turning vehicle was approximately 11 seconds.

Conclusion

The closure of 6th Avenue has been in effect since November, 1981. The major impact of this closure has resulted from the routing of Muni buses to Cabrillo Street and 8th Avenue, prior to their entrance to Golden Gate Park. The line 21 - Hayes, an electrified trolley bus line, also uses 8th Avenue and Cabrillo Street as a turnaround route. Historically, buses have travelled only on 8th Avenue and not on 6th Avenue or JFK Drive within Golden Gate Park. Currently, Kennedy Drive carries nearly as much traffic (3100 cars) as Fulton Street (3200 cars) west of 6th Avenue.

It is the consultant's opinion that the diesel buses of line 44 - O'Shaughnessy should be routed to 6th Avenue (north of Fulton Street) and travel on Fulton Street instead of Cabrillo Street, prior to its entrance/exit from Golden Gate Park at 8th Avenue. The data obtained from traffic counts indicate that the impacts on travel time delay and safety resulting from the left turn from Fulton Street onto 8th and 6th Avenues will be minor. In addition, retaining use of 8th Avenue by buses (as opposed to reopening 6th Avenue) will prevent exacerbation of an already congested traffic condition within the Park on Kennedy Drive.

30th Avenue -- Closure of 30th Avenue was proposed only if cul-de-sacs **were not** constructed on Chain of Lakes Drive East. Public review clearly indicates a strong preference to retain this roadway for vehicle access and egress.

Conclusion

30th Avenue should remain open to serve as an additional access/egress point to minimize potential traffic congestion at 36th Avenue.

JFK Drive -- Proposed closure of JFK Drive on Saturdays and holidays was viewed positively by walkers, joggers, bicyclists and other park visitors. The California Academy of Sciences

supported the closure provided vehicle access and egress to the Concourse is maintained during weekends and holidays. The Fine Arts Museums of San Francisco and some citizens opposed the closure based on the concern that vehicle access to Concourse institutions would be unneccessarily impaired.

Conclusion

Implement JFK Drive closure on Saturdays and holidays on a trial basis. Erect barriers on JFK Drive at 8th and 10th Avenues to provide convenient vehicle access, and to separate pedestrian traffic. Evaluate affects of closure on pedestrian safety on JFK Drive, traffic circulation on Fulton Street, and attendance at the Museum and other Concourse institutions prior to implementing long-term closure.

Chain of Lakes Drive West -- Closure of this roadway and its conversion to a nature path received strong support from citizens and some park groups. It was suggested that a portion of the roadway asphalt be retained for bicycle use.

Conclusion

Close the roadway, retain portion of road for bicycle use, and relandscape as nature path.

Chain of Lakes Drive East Cul-De-Sac

Action A-8 proposed creation of cul-de-sacs on Chain of Lakes Drive East near North Lake and at the Little Speedway Meadow parking lot. Commute traffic would be re-routed to South Drive, Kennedy Drive and 47th Avenue, in order to maintain a cross-park route. This proposed action would effectively reroute large volumes of commute traffic (up to 9,000 cars per day) from essentially a low capacity park roadway (Chain of Lakes Drive East) to a much higher capacity roadway consisting of South Drive, Kennedy Drive and 47th Avenue. If implemented, the function of Chain of Lakes Drive East would be changed from a commute arterial to a minor park road suitable for slow pleasure drives. The unique environmental quality of the Chain of Lakes area would be greatly enhanced.

Opponents of this proposed action are fearful that if implemented, vehicle access to the Chain of Lakes and a cross-park commute route would be eliminated. **This is not the case.** Vehicle access to the Chain of Lakes will be maintained via Chain of Lakes Drive, and the re-routing of traffic to South and Kennedy Drives and 47th Avenue will allow for cross-park traffic movement with only a negligible increase in travel time.

Conclusion

The unique environmental quality of the Chain of Lakes is adversely impacted by the great volumes of traffic which travel along Chain of Lakes Drive East. The creation of cul-de-sacs on Chain of Lakes Drive East will enhance the environment for this unique area through the elimination of at least 90% of the current traffic and associated noise, visual, air quality, and traffic safety impacts. Vehicle access and a viable alternative cross-park route will still be maintained when this proposal is implemented. To minimize potential impacts associated with this action, the intersection of Kennedy Drive and the South Fork of Kennedy Drive should consist of stop signs to control right-of-way, and the intersection of Kennedy Drive and 47th Avenue should be clearly designated with signs. In addition, since it is possible that increased volumes of traffic may choose to exit the Park via 36th Avenue, as a result of the Cul-de-sacs on Chain of Lakes Drive East, redesign of Kennedy Drive (near the Rhododendron Island) should be considered to facilitate traffic movement. Consideration should be given to reducing the width of Kennedy Drive (eastbound), and creation of separate turning lanes at the east and west ends of the island, to allow for safe vehicle movements to and from Kennedy Drive at 36th Avenue.

Other Cul-De-Sacs

The primary concern with the other proposed cul-de-sacs is that they would create isolated areas and therefore increase park visitor's vulnerabilty to crime. A secondary concern is that cul-de-sac would constrain vehicle access to park facilities. Comments were received opposing proposed cul-de-sacs on Conservatory Drive East, Middle Drive West and 47th Avenue (if cul-de-sacs are not placed on Chain of Lakes Drive East) as a result of these concerns. No comments specifically opposing a cul-de-sac on Spreckels Lake Drive were received.

Conclusion

The concern that cul-de-sacs will increase park visitor's vulnerability to crime is legitimate, but perhaps overstated. The Park has historically had a very low incidence of assaults and other forms of crime. Based on the concerns expressed for security and vehicle access to park facilities, cul-de-sacs should not be constructed on Middle Drive West as recommended in the Draft Plan. A cul-de-sac on 47th Avenue should be eliminated since 47th Avenue is needed as part of the new cross-park route.

In addition to Chain of Lakes Drive East, cul-de-sacs should be constructed at Conservatory Drive East and Spreckels Lake Drive. Design considerations for each location should include:

- Maintenance of vehicle access to park facilities
- Breakaway bollards should be used to allow for safe pedestrian and bicycle through movement, and to maintain emergency access.
- Siting of cul-de-sacs should be in close proximity to through roads and existing lighting facilities (as indicated in the map) to minimize risks to personal security.

Parking

The proposal to price parking in the Concourse received both supporting and opposing comments. The purpose behind this proposal is to increase the rate of parking turnover during the peak parking demand periods, and to generate additional revenue which could be used to offset the costs of a shuttle bus system, or other park improvements. Priced parking requires additional study to determine more specific aspects of operation. Prior to implementation, several isssues remain to be resolved. They include:

- Period of operation -- (weekdays vs. weekends)
- Parking rate structure
- Management structure (attendants vs. parking meters)
- Traffic management
- Parking for the elderly and disabled.

Detailed analyses of the above was not within the scope of this study. Nevertheless, general guidelines can be offered at this time.

Period of Operation: During weekdays ample parking is usually available within and adjacent to the Concourse. Parking typically is less available during weekends and holidays. Therefore, priced parking should probably be considered only during peak seasons, weekends, holidays or special events, on a demonstration basis concurrent with a shuttle bus system.

Parking Rate Structure: Parking rates must be modest to allow for leisure visits to the Concourse institutions, and to minimize the accusations that the Recreation and Park Department is attempting to "gouge the public". The beginning 1 hour rate should be slightly higher than a round trip fare for the shuttle

bus, to attract riders to the shuttle and to lessen the chance that the available Concourse parking (up to 170 spaces) would become occupied too quickly. The assumed average parking period used to calculate parking rates should allow for leisure visits of at least 3 hours.

Management Structure: Attendants would provide a higher degree of flexibility compared to parking meters. Attendants could provide parking information, serve as a vandalism deterrent and if needed, provide valet parking service during peak parking demand.

Traffic Management: There is the potential for traffic congestion on park roads which serve the Concourse such as Kennedy Drive, Middle Drive East, and South Drive. Congestion could result as cars queue at lot entrances or as drivers are forced or choose, to search for alternative parking. The mitigation of this potential impact should be addressed in a parking and traffic management plan prior to the start-up of priced parking. This plan should be coordinated with the Department of Public Works, the city fire and police departments and the Concourse institutions.

Parking for the Elderly and the Disabled: To minimize potential negative impacts on access to Concourse institutions on the elderly and disabled, a specific percentage of parking spaces should be designated for use by these groups. The appropriate number of spaces to be designated for the elderly and disabled should be coordinated with representatives of the Concourse institutions. These spaces should be so designated by painted messages in each space, and their proper use should be enforced by the parking attendants. The location of these spaces should be in close proximity to existing access facilities for the elderly and handicapped to maximize ease of access.

Shuttle Bus System

Phase I and II of this study contained detailed analyses of virtually all aspects of shuttle operations. The comments received during the public review period were supportive of a shuttle bus system for peak weekends, holidays and special events. This shuttle would operate from the Kezar Stadium grounds and serve the Concourse, Conservatory and Hall of Flowers. As identified in the Phase II report, jitney vans would provide the most flexibility in terms of operating costs, and institutional requirements. Given the failure of previous shuttle systems in the Park, the proposed shuttle system should be conducted on a demonstration basis, concurrent with other

measures such as priced parking in the Concourse, and upgrading and expansion of parking areas on the Kezar Stadium grounds. A major advertising and promotional effort would also greatly increase public awareness of the existence and benefit of using the park shuttle. This effort should be conducted prior to beginning shuttle operation.

Bikeways Planning

From the nature of the comments of bicycling advocates, some fundamental bicycle planning work remains. It is clear that bicycle lanes on Kennedy Drive are not desirable and more than likely are not possible to construct since the minimum road width requirement of 54 feet is not available throughout the length of Kennedy Drive. The remaining issue thus relates to more comprehensive bicycle path planning and security of parking facilities at park activity centers. To encourage bicycle use, existing paths should be retained, and if possible, expanded. Where roads are proposed for closure within the park, portions of the former roadway should be retained for bicycle use. Where possible, bike parking facilities should be provided which allow for locking of both wheels and frame, and lock protection. Future bicycle planning efforts should be closely coordinated with interested bicycle groups such as the San Francisco Bicycle Coalition.

III. RECOMMENDED CHANGES TO THE DRAFT TRANSPORTATION PLAN

Based on the evaluation of comments received during the public review period, the following changes to the Transportation Plan for Golden Gate Park are recommended. All other actions proposed in the Draft Transportation Plan remain unchanged.

Plan Action Changes

Action A-2 (East Park) -- Develop cul-de-sac on Conservatory Drive East...

First Statement should read "Develop a cul-de-sac on Conservatory Drive East close to Conservatory Drive West and existing lighting facilities".

Action A-4 (East Park) -- Restrict left turns from South Drive to Highway One/Crossover Drive ...

Delete action from Transportation Plan.

Action A-7 (West Park) -- Close Chain of Lakes Drive West...

Add statement to action description as follows: "... remove asphalt (but retain portion of roadway for bicycle use)..."

Action A-8 (West Park) -- Consider closing Chain of Lakes Drive East to through traffic ...

Revise action description as follows: "Create cul-de-sac on Chain of Lakes Drive East; one south of Fulton Street, and one north of South Drive near the parking lot at Little Speedway Meadow, closing the road to through traffic -- but allowing vehicle access to the Chain of Lakes from Kennedy Drive. Re-route through traffic to South Drive, Kennedy Drive and 47th Avenue; consider redesigning intersection of Kennedy Drive and 36th Avenue (near Rhododendron Island), to facilitate safe vehicle turning movements to and from Kennedy Drive."

Action A-9 (East Park) -- Construct undercrossing of Highway One/Crossover Drive at South Drive.

Add as last statement under Transportation Impact:" Potential long-term traffic impacts at adjacent intersections on 19th Avenue and Lincoln Way require additional detailed studies."

Action A-10 (East Park) -- Construct undercrossing of Kezar Drive

Add following as last statement of action description: "upon determination of long-term feasibility of shuttle bus system."

Action B-1 (East Park) -- Permanently close 6th Avenue at Fulton Street...

Revise action description as follows: "Permanently close 6th Avenue between Fulton Street and Kennedy Drive; remove asphalt (but retain portion of roadway for bicycle use); and relandscape."

Action B-2 (East Park) -- Permanently close 7th Avenue at Lincoln Way...

Add as second statement of description: "; remove asphalt (but retain portion of roadway for bicycle use);"

Action B-3 (West Park) -- Close 30th Avenue...

Delete action from Transportation Plan.

Action B-4 (West Park) -- Convert Middle Drive West to cul-de-sacs...

Delete action from Transportation Plan.

Action B-5 (West Park) -- Convert 47th Avenue to a cul-de-sac...

Delete action from Transportation Plan.

Action B-6 (West Park) -- Create cul-de-sac on Spreckels Lake Drive ...

Revise action description as follows: "Create cul-de-sac on Spreckels Lake Drive near existing lighting facilities; remove asphalt of remaining roadway connnecting with 30th Avenue (but retain portion of roadway for bicycle use), and relandscape."

Action C-1 (East Park) -- Implement priced parking...

Revise first statement of action description as follows: "Implement priced parking in existing Concourse parking areas on a demonstration basis, during peak weekends, holidays and special events."

Action F-7 (East Park) -- Design a pedestrian overcrossing of Kezar Drive ...

Revise action description as follows: "Design a pedestrian overcrossing or tunnel of Kezar Drive near Sharon Meadow. "

Action F-8 (East Park) -- Design a pedestrian overcrossing of Park Presidio By-Pass ...

Revise action description as follows: "Design a pedestrian overcrossing or tunnel of Park Presidio By-Pass between 17th and 19th Avenues off of Fulton Street."

Actions F-10 and F-11 -- Construct pedestrian overcrossings ...

In each action description add: "or tunnels" after overcrossing.

Action G-2 (East and West Park) -- Develop bike lanes on JFK Drive...

Delete action from Transportation Plan.

Action G-4 (Park-wide) -- Provide secure bike parking facilities...

Revise action description as follows: "Provide secure bike parking facilities that provide for locking of both wheels and frame, and lock protection at park activity centers."

Policy Changes

In addition to the proposed new policies F (pedestrian safety) and G (bicycle use) consideration should be given to development of an additional traffic safety policy to provide the specific framework for implementation of a park-wide Safety Improvement Program similar to that presented in Appendix A of the Draft Transportation Plan.

Policy G: Provide for the safe and convenient use of the bicycle as a means of recreation and transportation within Golden Gate Park...

Revise first statement as follows. "Provide for the safe and convenient use of the bicycle as a means of recreation and transportation to, from, and within Golden Gate Park".

Appendix A - Safety Improvement Program Changes

For all improvement recommendations for sites within the park proper, delete references to installation of pavement markers, and specify paint to delineate lane lines and center lines.

Map Changes

The changes recommended to the Draft Transportation Plan have been incorporated into the attached revised map.

Draft Transportation Plan

Golden Gate Park

Action F-9
Realign 8th Avenue to Concourse (L.T. Action)

Action D-3
Construct transit portal (L.T. Action)

Action B-1
Close permanently remove asphalt create bike path and re-landscape

Action A-2
Convert to Cul-de-sac

Action A-3
Close on Saturdays from Middle Drive to Transverse Drive

Action F-5
Implement DPW rechannelization design

Action F-2
Modify intersection restripe crosswalks reduce asphalt

Action C-1
Implement priced parking with shuttle program

Action C-4
Realign (concurrent with shuttle program)

Action B-2
Close, remove asphalt create bike path and re-landscape

Action A-10
Construct undercrossing of Kezar Drive (L.T. action)

Action C-2
Develop demonstration shuttle program for East Park

Action A-1
Prohibit left turns from Kezar Drive to JFK Drive at all times

Action F-10
Construct pedestrian and bicycle overcrossing or tunnel

Action F-3
Prohibit left turns from Kezar and from Waller

Action C-6
Redesign to create upgraded and expanded parking lot (L.T. action)

10th Ave.
8th Ave.
6th Ave.
Arguello
Conservatory Drive East
Conservatory Drive West
Conservatory
Horseshoe Courts
Fuchsia Dell
Conservatory Valley
McLaren Lodge
Fell St.
Oak St.
Stanyan Street
DeYOUNG ASIAN ART MUSEUMS
Tea Garden Drive
Shuttle Route
MUSIC CONCOURSE
Concourse Drive
California Academy of Sciences
Rhododenaron Dell
Middle Drive East
Shakespeare Garden
Hall of Flowers
Big Rec. Field
Nursery
Tennis Courts
Sharon Meadow
Childrens Playground
Bowling Green
Kezar Drive
Waller St.
KEZAR STADIUM
Arguello Blvd.
King Drive
Frederick
9th Ave
7th Ave.

legend

- ONE - WAY
- SHUTTLE BUS ROUTE
- ROAD CLOSURE
- CUL DE SAC

200 800
100 400

n

Park Wide Actions:

- Implement Safety Improvements (Action F-1)
- Install park signs on Muni Buses (Action D-1)
- Provide continuity between park bikepaths and City bikeways (Action G-2)
- Provide secure bike racks at activity centers (Action G-4)

Action F-11
Construct pedestrian and bicycle overcrossing or tunnel

Action F-9
Realign 8th Avenue to Concourse (L.T. Action)

30th Ave.

25th Ave.

19th Ave.

17th Ave.

Park Presidio

Fulton Street

10th Ave.

Cross Over Drive

Presidio Bypass

Park

Transverse Drive

Marx Meadow

Lloyd Lake

Lindley Meadow

Action C-5
Implement West Park shuttle (if feasible)

Speedway Meadow

Overlook Drive

(closed)

Compost Area

Middle Drive West

G.G. Park Water Reclamation Plant

Elk Glen Lake

Mallard Lake

Drive

(King)

Kennedy Drive

Rose Garden

DeYOUNG ASIAN ART MUSEUMS

Tea Garden Drive

Shuttle Route

Tea Garden

MUSIC CONCOURSE

Action C-1
Implement priced parking with shuttle program

Concourse Drive

Stow Lake

Stow Lake Drive

Highway One/Crossover Drive

Strawberry Hill

Shakespeare Garden

Shuttle Route

Hall of Flowers

Playground

Strybing Arboretum

Drive

(King)

John Muir Trail

South

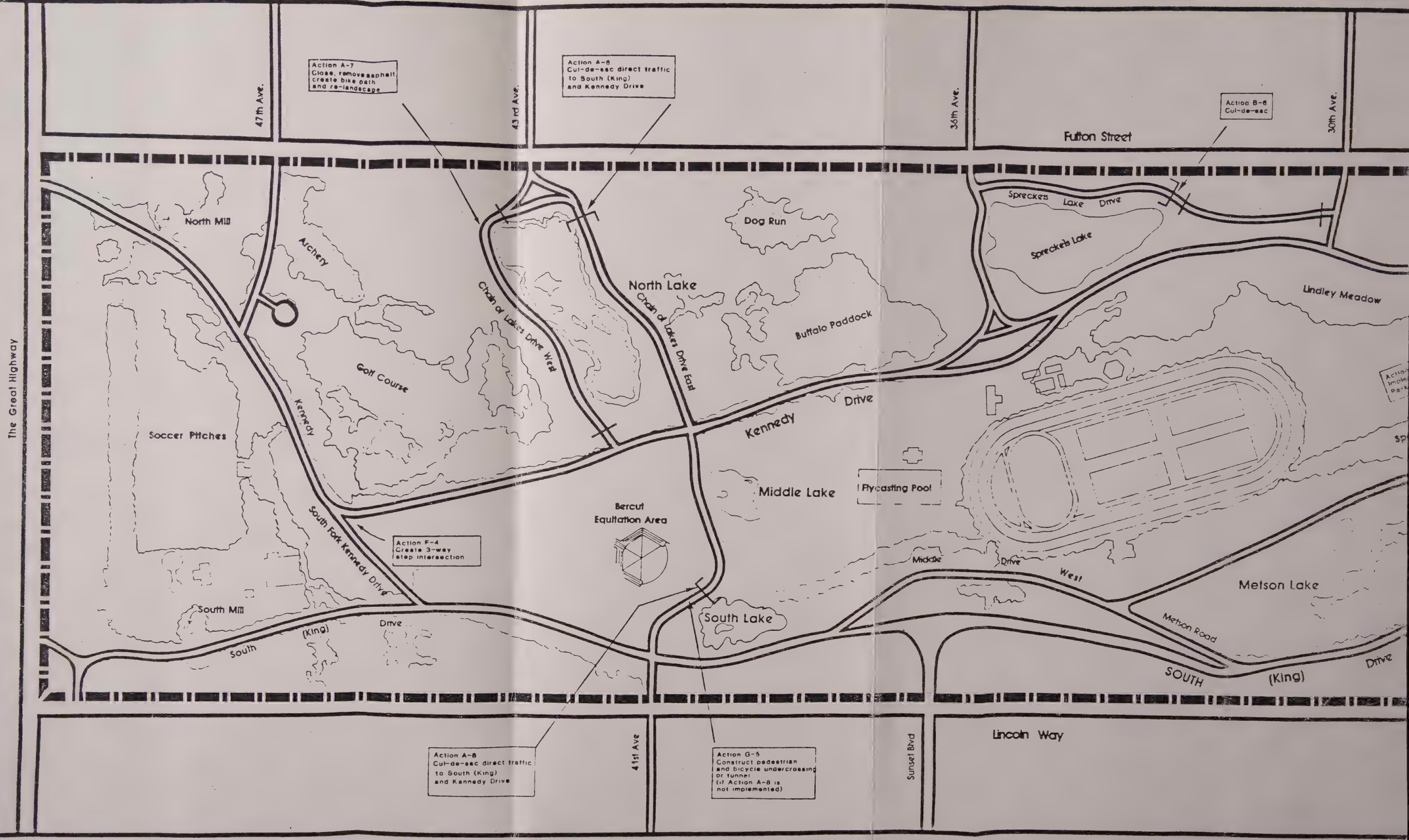
Lincoln Way

25th Ave.

19th Ave

9th Ave

Action A-9
Construct undercrossing of Highway one/Crossover Drive (L.T. action)


47th Ave.
43rd Ave.
36th Ave.
30th Ave.
Fulton Street
Action A-7
Close, remove asphalt, create bike path and re-landscape
Action A-8
Cul-de-sac direct traffic to South (King) and Kennedy Drive
Action B-6
Cul-de-sac
The Great Highway
North Mill
Archery
Golf Course
Soccer Pitches
South Mill
Kennedy
South Fork Kennedy Drive
South (King) Drive
Chain of Lakes Drive West
Chain of Lakes Drive East
North Lake
Dog Run
Buffalo Paddock
Bercut Equitation Area
Middle Lake
South Lake
Kennedy Drive
Spreckels Lake Drive
Spreckels Lake
Lindley Meadow
Flycasting Pool
Middle Drive West
Metson Lake
Metson Road
SOUTH (King) Drive
Lincoln Way
Action F-4
Create 3-way stop intersection
Action A-8
Cul-de-sac direct traffic to South (King) and Kennedy Drive
41st Ave
Action G-5
Construct pedestrian and bicycle undercrossing or tunnel (if Action A-8 is not implemented)
Sunset Blvd

SUMMARY OF PHASE I

Phase I of the Golden Gate Comprehensive Transportation Study compiled and evaluated background data on Park transportation conditions. Five background studies were undertaken:

- an assessment of traffic circulation patterns
- an origin/destination study of park users
- an evaluation of parking supply, demand, and occupancy
- an assessment of existing and projected public transit service
- a shuttle bus feasibility study.

The results of these studies are summarized in the following sections.

TRAFFIC CIRCULATION OVERVIEW

Since 1971, twenty-four hour weekday traffic volumes have increased approximately 20% from 126,000 to 152,000 vehicles per day. State Highway 1, from 19th Avenue to Park Presidio By-Pass, is the most heavily travelled roadway within the Park. North-south traffic totals approximately 105,00 vehicles per day, of which 54% is carried on the State Highway. The remainder of north-south traffic is carried mostly on Kezar Drive and Chain of Lakes Drive East. Total east-west traffic is approximately 46,000 vehicles per day, and occurs primarily on John F. Kennedy and South Drives.

Levels of service for the great majority of the weekday period is high (level of service B or higher) indicating a free flow traffic condition with little or no congestion. 1/ During the weekday commute periods of 7:30-8:30 a.m. and 4:00-5:00 p.m., traffic volumes increase on sections of John F. Kennedy Drive and South Drive due to commute traffic.

Weekend levels of service for most Park roads are Level C or better (average traffic delays) for most of the weekend with the exception of the hours of 12:00 noon to 4:00 p.m. During this period, traffic congestion can develop on major roads such as John F. Kennedy Drive between Conservatory Drive West and Kezar Drive, and South Drive near the 9th Avenue and Crossover Drive exits. The principal causes of traffic congestion are the volumes of vehicle traffic entering and exiting from the Park; high volumes of pedestrian cross traffic at major activity centers; and drivers engaged in parking maneuvers.

The high volumes of auto traffic and excessive speeds have resulted in numerous accidents between autos, and occasionally pedestrians and bicyclists. During the six-year period of 1976-1981, the locations with the highest accident frequencies are on major arterials such as Kezar Drive at Waller Street and Park Presidio By-Pass (State Highway 1) at Crossover Drive.

1/ Level of service is a broad measure of the effect of traffic flow factors such as traffic volume and speed, on a given roadway section or intersection.

The predominant causes of accidents within the Park are excessive speed; excessive speed for existing conditions; inattention to control signs (such as STOP signs); improper passing, turning, and parking movements; and accidents caused by avoidance of pedestrians and bicyclists. Six traffic fatalities were recorded on park roadways in the six year period, excluding State Highway 1 (Park Presidio By-Pass). The locations within the Park with the highest percentage injury accidents are Chain of Lakes Drive East at Kenndey Drive; Middle Drive West at Transverse Drive; and Chain of Lakes Drive East at South Drive.

Predominance of the private automobile for transport to and within the Park has also resulted in safety conflicts with pedestrians and bicyclists; vehicle accidents on major park roads; and traffic congestion during peak use periods such as weekends, and holidays/special events. Further, weekday circulation patterns differ markedly from that of the weekend. Weekday traffic levels are low, with the exception of commute traffic occurring during peak periods.

ORIGIN/DESTINATION SURVEY

Three surveys were conducted in Phase I by the San Francisco Recreation and Park Department to obtain data on travel patterns of park users. The survey effort consisted of a Parkwide direct interview origin/destination survey; a windshield parking survey; and a car stop survey at key access roadways. Key findings of the origin/destination surveys are as follows:

- Seventy-one percent of Park users come from locations within the City of San Francisco. Of these total San Francisco residents, 45% reported final trip destinations in the Richmond, Sunset and Panhandle neighborhoods.

- Forty percent of respondents stated their primary activity purpose as walking/sightseeing, followed by running/jogging with 13%, and picnicking and sports, each with 12%.

- Primary destinations within the Park include the Museums with 32% of respondents, followed by other activities with 17%, the Academy of Sciences with 16% and trails and meadows with 12 and 10%, respectively.

- Transportation mode choice revealed 61% of respondents travelled by automobile, 21% walked, 8% arrived by public transit, and 6% travelled by bicycle.

Although a majority of the park users come from locations within San Francisco, these users still rely heavily on the automobile for access to and within Golden Gate Park. This pattern is further reflected in the comparatively low (8%) public transit usage.

Once users are within the Park, nearly 50% of the respondents reported the Museum and Academy of Science as their primary destination. Also, roughly 50% of the respondents reported walking/sightseeing or jogging as their primary purpose for visiting the Park.

PARKING

Golden Gate Park has approximately 5,000 parking spaces along roadways within the Park and in parking lots scattered throughout the Park. The heaviest parking occurs in the East Park along Kennedy Drive, South Drive, Middle Drive East, and within the Museum/Concourse. In the West Park, the Riding Academy, Polo Field, and Soccer Field lots experience the heaviest parking use. Parking demand often exceeds the supply of spaces in these areas during weekends. This results in delays in finding parking, traffic congestion, and occasional spillover parking on neighborhood streets. On summer weekends, it is estimated that up to 300 vehicles may park on neighborhood streets.

In response to a Park user survey, 50% of the respondents felt there were areas in or adjacent to the Park where parking is a problem. The main parking problem identified is finding spaces. The majority of people responding to the park-wide direct interview survey agreed that parking along roadways in the Park should be lessened and diverted to parking lots; however, a majority also were against developing new parking lots in the Park. Instead more use of existing, underutilized lots was preferred by the survey respondents. The use of lots to lessen parking demand in congested areas was opposed by the majority of people surveyed. A majority of people surveyed also supported a parking ban on selected park roads. If parking availability was restricted within the Park, 25% of the respondents said they would park in areas next to the Park, and walk to their park destination.

PUBLIC TRANSIT SERVICE

Public transit service to the vicinity of Golden Gate Park is provided by 11 Muni transit lines. Direct service to facilities within the Park from a variety of areas within the City is, however, limited. Of the 11 transit lines, only the 44-O'Shaughnessy with direct service to the museums and Academy of Sciences stops within the Park. The 10 other transit lines stop along roads on the perimeter of the Park.

Public transit was used to travel to Golden Gate Park by 8% of the people responding to the Park user survey. When asked how often public transit would be used to travel to the Museum and Academy of Science if convenient transit service were available from near their home, 73% of the respondents responded that they would use transit often or always. Only 14% responded that they would never or rarely use transit to travel from their home to the Concourse area.

The Muni Five Year Plan recommends several route changes that would affect transit service to Golden Gate Park. Recommendations are made to reduce the hours of operation of the 7-Haight line, extend the 17-Park Merced line through the Park, and add a 73- Lincoln Way line along the south side of the Park, extend the 33-Ashbury line to Arguello Blvd., and re-route the 71-Haight Noriega line to Ninth Avenue. A shortage of direct transit service to Park facilities will still exist if the recommended line changes are carried out.

SHUTTLE BUS FEASIBILITY

One option evaluated to help reduce Park traffic and parking congestion was a shuttle bus system for park users. Three initial options for weekend shuttle systems were evaluated in conjuction with potential parking restraint options.

A small East Park shuttle operation between Kezar Stadium and the Museum/Concourse would provide transport between an accessible parking area at Kezar Stadium, and the Museum, Academy of Sciences and Tea Garden in the Concourse area. An expanded route option, a Medium Shuttle, in the East Park would serve Stow Lake in addition to the Kezar Stadium and Museum/Concourse areas. A Park-wide Shuttle would serve the major acitivity centers in both the east and west Park.

Results from the park surveys indicated that 21% to 33% of the people surveyed would use a frequently operating shuttle when accompanied by parking restraints within the park. Based on shuttle operations elsewhere in the United States, a more realistic and conservative estimate of demand is 10% to 15% of Park visitors arriving by auto.

Studies were made of using the San Francisco Muni, the Recration and Park Department, a Park Association, a private contractor, or jitneys to operate a shuttle service. All of the operation scenarios had varying advantages and disadvantages with respect to operating costs, insurance requirements, types of vehicles and feasibility of implementation.

The use of jitneys appear most promising for a demonstration program for summer and weekend service. Jitney vans could operate on routes specified by the Park, collect and keep fares, and present no financial changes to the Park. To induce ridership, visitors parked at Kezar Stadium could be allowed to ride the shuttle for free if jitney operators were reimbursed for their fares. Parking revenues from Kezar Stadium and the Concourse could be used for this purpose. The Police Commission would need to approve the service and rates under a Park request. The Board of Supervisors would need to approve the new shuttle route.

APPENDIX D

THE PLAN FOR GOLDEN GATE PARK

STATEMENT OF OBJECTIVES AND POLICIES

MAY 1979

STATEMENT OF PURPOSE: OBJECTIVES AND POLICIES

The Plan for Golden Gate Park

Golden Gate Park is historically the most important and diverse park in San Francisco. Its 1013 acres have provided areas of pastoral retreat and places for active recreation since 1872. Local residents, regional, national, and international visitors have enjoyed and now take pleasure in Golden Gate Park; its excellent reputation is international.

Golden Gate Park is under the jurisdiction of the San Francisco Recreation and Park Commission which is concerned with the future well-being of the park. Plantings and facilities age and after many years no longer serve the purpose for which they were originally intended. Also, conservation and civic organizations as well as individuals want to participate in the retention and enhancement of the investment our community has in the park. The Objectives and Policies of the Plan for Golden Gate Park are intended to establish guidelines for preservation, use and development of the park by a process that includes planning staff, expert advisors and community involvement. The future needs of viable institutions presently within the park must be examined, and, where appropriate, accommodated. Updating landscaping and facilities to keep pace with changes in our society will enable future generations to receive as great a living legacy as we inherited from our forebears.

The original designer of Golden Gate Park, William Hammond Hall, foresaw the park in two different regions. The parkland east of Strawberry Hill includes a variety of intensively cultivated areas and developed facilities while the parkland to the west is a pastoral landscape with open meadows defined by stands of trees and enhanced by lakes.

John McLaren, providing continuity of leadership as the Park's superintendent for fifty-six years, brought the Park's development to fruition. An experienced horticulturalist and forester, McLaren devoted his energies toward the development and protection of an abundant evergreen woodland, establishing the Park's characteristic landscape as we experience it today.

It is expected that the Plan for Golden Gate Park will retain the integrity of the original design yet will have sufficient flexibility to accommodate society's evolving needs.

Statement of Purpose
adopted by the San Francisco
Recreation and Park Commission:
March 16, 1978

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OBJECTIVE I
ACKNOWLEDGE GOLDEN GATE PARK'S CONTRIBUTION TO THE DIVERSITY OF CULTURAL AND RECREATIONAL ACTIVITIES AVAILABLE TO RESIDENTS OF SAN FRANCISCO AND THE BAY REGION: RECOGNIZE THE PARK'S IMPORTANCE AS AN AMERICAN CULTURAL RESOURCE.

The majestic beauty of the Park landscape, its cultural institutions, and its diverse recreational facilities attract a population more dispersed and numerous than that contained within the city itself. The Park provides a dynamic context for a blending of historical, cultural, and social values to meet basic human needs for beauty, tranquility, recreation, and enrichment. These unique qualities must be safeguarded for the well being and enrichment of future generations.

POLICY A
Assure that Golden Gate Park continues to play a dominant role in the overall scenic, cultural, and recreational environment that characterizes the city of San Francisco.

1. The primary function of the Park should be to provide leisure opportunities to all residents and visitors which are appropriate to, and sensitive towards, the Park's unique, century-old horticultural design.

2. Ths use of the Park should complement and be complemented by activities in other city, regional, and national recreation areas.

3. Golden Gate Park and adjoining areas, including the Golden Gate National Recreation Area, Lake Merced, and Lincoln Park, should be coordinated to achieve continuity of service between each area; development of efficient interpark transport should be a primary concern.

4. Recreational needs of neighborhoods adjacent to Golden Gate Park should be accommodated on neighborhood park sites.

5. Future development or design modifications within Golden Gate Park should not adversely affect the adjacent neighborhoods.

POLICY B
Urge that urban development as it occurs adjacent to Golden Gate Park be consistent with the unique qualities of the Park.

1. As the intensity of development increases it should not visually intrude upon the Park.

2. The Park should be protected from further encroachment by additional roadways.

POLICY C
Recognize that Golden Gate Park, although composed of many distinct parts and features, has, through its evolution and development, achieved completion as a unified entity.

1. All activities, features, and facilities in Golden Gate Park should be subordinate to the present design and character of the Park.

2. Where new recreational or cultural buildings are required for the enhancement of city-wide recreation resources, they should be located outside of Golden Gate Park.

3. No changes or alterations to any Park feature should occur without consideration of the Park wide effects; emphasis should only be given to activities which do not diminish open space.

OBJECTIVE II
PROVIDE FOR THE PROTECTION AND RENEWAL OF THE PARK LANDSCAPE.

"A park...should be an agglomeration of hill and dale, meadow, lawn , wood and coppice presenting a series of sylvan and pastoral views, calculated to banish all thoughts of urban objects, and lead the imagination to picture space beyond as a continued succession of rural scenes and incidents."

William Hammond Hall
November 30, 1873

POLICY A
Ensure that the essential design elements that give the Park its unique landscape character are retained and protected.

1. The major design feature of Golden Gate Park and the framework within which all Park activities occur is its pastoral landscape; the integrity of that basic design must be maintained, and most importantly, remain unaltered.

2. The existing form of wooded areas and their relationship to meadow areas should be maintained; the size, basic texture, and color of Park woods should not be significantly altered nor should the size of meadows be reduced by the introduction of additional trees.

3. It should be recognized that the Park, by design intent, is basically evergreen; large-scale introduction of deciduous or "flowering" trees in areas other than traditional horticultural gardens should be discouraged.

4. Park horticultural gardens and formally landscaped areas provide the contrast and picturesque qualities essential to complete the Park experience; the historic location and traditional horticultural usage of these features should be maintained and protected from encroachment.

5. It should be recognized that, because the Park's unique landscape character is a wholly artificial creation, its care and maintenance is highly labor intensive. Sufficient numbers of qualified personnel must be retained to ensure the Park's continued preservation and maintenance.

6. To ensure the continuity of the Park's essential landscape elements, a position should be established within the Recreation and Park Department in the area of landscape architecture and urban forestry to coordinate and guide landscape plans and horticultural modifications within the Park.

POLICY B
Develop a long-range plan for effective management of the Park's forested areas.

1. A forest management plan for Golden Gate Park should be based on the following objectives:
   a. Develop and maintain on a continuous basis a comprehensive and appropriately detailed inventory of all wooded areas.
   b. Develop and maintain, on a continuous basis, a program to implement long-term reforestation and horticultural maintenance.
   c. Develop appropriate wood-waste recycling and utilization programs.

2. The management plan should complement existing Park reforestation programs by focusing on:
   a. Immediate rehabilitation of the Park's windbreaks.
   b. Removal of hazardous, diseased and dying trees; and replacement with appropriate tree species.
   c. The replacement and maintenance of Park perimeter landscape screening.

3. Additional consideration should be given to aesthetics, wildlife habitat requirements, noise control, and appropriate recreational use.

POLICY C
Develop new irrigation water supplies and improved water distribution and application systems.

1. Provide consistent water pressures and volumes.

2. Improve and maintain existing well system; where feasible, restore inoperative wells.

3. The proposed Southwest Sewage Treatment Plant will generate large quantities of reclaimed waste water. This effluent, with additional treatment, should be used for parkland irrigation. Coordination between the Recreation and Park Department and other affected agencies would facilitate use of reclaimed water to irrigate Golden Gate Park, Lake Merced, Lincoln Park, the Great Highway, and the Golden Gate National Recreation Area.

4. Convert meadow areas, playfields, and where feasible, large scale ornamental plantings to automated irrigation systems.

POLICY D
Establish designated areas of the Park's cultivated landscape as "Naturalistic Parkland" to preserve and protect the pastoral character of the Park and to ensure the retention of Park open space.

1. Areas designated as "Naturalistic Parkland" should include the Park's woodlands, scenic lakes, ponds, marshes, water-courses and wildlife habitats.

2. Recreational use of areas designated as "Naturalistic Parkland" should emphasize and encourage appreciation of the Park's pastoral qualities; appropriate activities would include nature walks, birdwatching, photography and educational pursuits.

3. No structures or additional roadways other than those required for maintenance should be allowed within those areas designated as "Naturalistic Parkland"; where possible, existing roads should be removed.

POLICY E
Ensure that gifts accepted for placement in Golden Gate Park will contribute to the historic character of the Park and are compatible with the planted landscape.

1. Because the Park is essentially a completed landscape, additional features tendered to the Park should be carefully reviewed prior to acceptance to assure that they will not diminish the integrity of the basic design.

2. Creation of an endowment fund to allow prospective donors to contribute to the restoration and maintenance of horticultural features and historic monuments should have a high priority.

3. All gift proposals for Golden Gate Park should be in accordance with existing Recreation and Park Commission "Guidelines for Acceptance of Major Gifts", and the policies of the Plan for Golden Gate Park.

OBJECTIVE III
PRESERVE THE OPEN SPACE OF GOLDEN GATE PARK.

POLICY A
Restrict construction of additional recreational or cultural buildings in Golden Gate Park.

1. It should be recognized that additional structures in the Park would disrupt the balance that presently exists between open space for general park use and special uses requiring buildings.

2. Special use facilities--museums, recreation centers, stadiums, restaurants--can usually be justified as having a park location; however, new facilities should be sited in areas other than Golden Gate Park.

POLICY B
Preserve notable Park landmarks of historic, architectural, and aesthetic value; encourage restoration or reconstruction of other buildings and features that provide continuity with the past.*

1. Criteria for judging historic value and design excellence should be developed and applied to all Park features. Desirable features should be rehabilitated or otherwise restored; questionable features should be removed.

2. Special and immediate effort should be made to identify, organize, and preserve existing plans and plan documents related to the design and construction of all significant Park features.

POLICY C
Assure that modification or replacement of existing Park buildings is compatible with the landscape character and historic form of the Park, and does not diminish existing open space.

1. Where replacement of an existing building in the Park is clearly in the public interest, and is compatible with the Park's landscaped environment, it should not exceed the size of the previous structure.

* Definitions: preservation, the retention and repair of existing structures or landmarks, example: the Conservatory; restoration, the more extensive work of returning a deteriorated structure or landmark to a useable condition, example: the Sharon building; reconstruction, the erection of a modern copy of a feature that no longer exists, example: Huntington Falls.

2. Structural modifications resulting in expansion of an existing facility, including The California Academy of Science, the Asian Art Museum and the M.H. deYoung Memorial Museum, should only be considered where:

a. There is a clearly demonstrated need for a defined service to the public that cannot be met by modifications within the existing building.

b. Sufficient, detailed proof is available that alternative sites outside the Park have been studied, and that the proposed addition can be located only in the area in question.

c. The effects on the Park of the proposed addition have been fully assessed to ensure that expansion will not necessitate additional surface parking, access roads, or have a deleterious effect on the Park landscape.

d. Sufficient effort will be expended to assure the very best architectural quality.

f. Design plans for any proposed addition will include measures that will minimize visual impacts upon the Park environment.

POLICY D

Provide for the phased removal or relocation of structures or facilities which are not essential for cultural or recreational use within the Park, or for Park maintenance.

1. Until the removal of inappropriate Park structures or facilities occurs, they should be maintained only at levels consistent with existing use and safety. No additions or modifications which extend the current functions of the buildings should be permitted.

2. If a non-recreational structure can be successfully converted to a recreational use without incurring additional vehicular traffic, then re-use could be an alternative to removal.

POLICY E

Encourage development of alternative energy sources and recycling systems that would contribute to efficient management and operation of Golden Gate Park.

1. New structures, or substantially remodeled existing structures, should, where feasible, incorporate solar assisted water and space heating systems, and solar assisted cooling systems.

2. All such systems should be sited and designed in a manner compatible with the landscaped character of the Park, and with any building or structure on which such a facility may be erected or installed.

3. Existing recycling of waste materials, including animal wastes, sewage, and horticultural debris, should be intensified in order to resolve environmental and economic problems associated with Park waste disposal.

OBJECTIVE IV
MINIMIZE VEHICULAR TRAFFIC.

Judicious regulation of vehicular traffic in Golden Gate Park and the gradual elimination of the private automobile as the primary mode of internal Park circulation is a desirable goal. Reducing Park automobile traffic, particularly through traffic, will necessitate changes in established driving patterns within the Park and adjoining neighborhoods. A well-financed internal Park transport system should be designed to effectively and pleasantly convey the Park visitor. Gradual, carefully planned and phased implementation, coordinated with the Department of Public Works and other agencies, will minimize vehicular traffic in a manner that will meet the needs of the Park visitor, protect the Park's environment, and reduce impacts on adjacent neighborhoods. Measures taken to minimize vehicular traffic within the Park should be in accord with the objectives of the Comprehensive Plan of the city of San Francisco.

POLICY A
Restrict non-recreational traffic to designated Park roadways in a manner that fully separates business, shopping, and commute traffic from the Park experience.

1. Established traffic patterns and volumes indicate that Crossover Drive and Kezar Drive should be the basic components of a "designated throughway" system. Private vehicular access to the Park proper should not be permitted from designated throughways.

2. Designated throughways should be screened by vegetation to minimize their visual impact.

3. Where Park circulation systems must cross a "designated throughway", grade separations should be provided.

4. Some provision should be made for cross-Park automobile movement in the western half of the Park; it should be a minor roadway in keeping with the Park's "naturalistic" character.

POLICY B
Reduce the number of Park roadways.

1. Roadways that are not required for access to Park facilities, and are not part of the designated throughway system, should be removed and replaced with appropriate landscaping.

2. Access requirements should reflect concern for public safety, Park operations, internal transport, and special needs of handicapped and elderly Park visitors.

POLICY C
Provide for the gradual implementation of a transport system for the Park which would be integrated with public transit and recreational transport systems of the Golden Gate National Recreation Area.

1. The route utilized for any Park transport system should provide access to major facilities, features, and activity areas; existing roadway surfaces should be utilized; and where feasible, narrowed.

2. Special emphasis should be given to achieving optimum service to the Asian Art Museum, the M. H. de Young Memorial Museum, and the California Academy of Science.

3. Internal transport vehicles should be carefully selected to ensure that the system will be energy efficient, provide adequate space for picnic and sports equipment, and most importantly, be easily used by handicapped and elderly Park visitors.

4. The gradual development of a system of visitor parking areas to accommodate a majority of Park visitors should be an integral part of an internal transport system. The major components of this system should be developed at the Kezar site and the Great Highway. Regulatory measures should be taken to assure that these facilities are available for the Park visitor.

5. A parking control program should be developed to discourage all-day commuter parking along Park roadways. Generally, parking meters as a means of control are not compatible with the Park environment and should not be employed.

6. Regulatory measures should be taken to make onstreet parking in neighborhoods adjoining Golden Gate Park available only to those who reside there.

POLICY D
Encourage the use of public transit for recreational travel to Golden Gate Park and adjoining recreation areas.

1. Consideration should be given to developing a comprehensive recreation transport access program for Golden Gate Park and the Golden Gate National Recreation Area, cooperatively planned and developed by both jurisdictions.

2. Public transit improvements should be aimed at increasing city-wide access to Golden Gate Park; service should be frequent and convenient.

3. Foster public transit programs that will encourage the use of Parks, other than Golden Gate Park, that are now underutilized or relatively inaccessible.

POLICY E
Regulate private tour vehicle use of Golden Gate Park by designating in-Park routes and restricting tour vehicle parking to specified areas.

1. Use of Park roadways by tour vehicles should be regulated to ensure a balance between visitor service and protection of the Park's landscaped character.

2. Tour vehicle parking areas should be carefully sited to ensure that their impacts on the Park environment are minimal; additionally, landscaping should be employed to effectively screen these areas.

OBJECTIVE V
FOSTER APPROPRIATE USE OF PARK RECREATION RESOURCES.

POLICY A
Ensure that Park recreational activities are compatible with the Park's environment.

1. Events which attract large numbers of participants or spectators should continue to be regulated under the Recreation and Park Commission Policies for permit and reservation issuance to prevent degradation of the Park's landscape and reduce impacts on adjoining neighborhoods. Large gatherings may well be accommodated in other San Francisco parks, balancing the city-wide recreational program and alleviating wear and tear on Golden Gate Park. Ongoing use of Park meadow areas and athletic fields should be carefully monitored so that measures may be taken to allow adequate turf and landscape recovery time.

2. The Recreation and Park Department should provide regular supervision and recreation for children, especially at the Mary B. Connolly Children's Playground.

3. The presence of wildlife in Golden Gate Park is a valuable recreation resource and should be actively encouraged. Golden Gate Park is a suitable habitat for a great variety of birds and small mammals. Bird species range from the large and conspicuous Red-tailed Hawk to the tiny, secretive Hermit Thrush. Mammals such as squirrels, rabbits, raccoons, and weasels also inhabit the Park. Requirements for retaining a diverse and healthy wildlife are a variety of vegetation, lake and marsh environments, and a Park maintenance and reforestation program that should continue to recognize these needs.

4. Confined animal habitats in Golden Gate Park are not appropriate in "naturalistic" areas. Development of the North American Plains exhibit at the San Francisco Zoo would allow the eventual relocation of a Park Bison exhibit. The fenced Park site presently functioning as a buffalo paddock could be restored to a condition in keeping with the character of adjacent woodlands.

5. At the present time, stable facilities for Park equestrian activities are located in two areas: the Vandervort Barn rental stables west of Middle Lake, and the Golden Gate Equestrian Center adjacent to the Polo Field. All stable facilities should be consolidated at the Polo Field site. Consolidation should be seen as a solution to the health and safety problems associated with the Vandervort Barn area.

6. The Kezar complex, including Kezar Stadium, Kezar Pavilion, parking areas, and playfield, should be redesigned to relate more effectively to general Park use. Redesign and restoration alternatives should incorporate a public parking facility, providing primary service for the activity centers in the eastern half of the Park, including Kezar Pavilion, and linked with the development of an internal transport system. Consideration should be given to the removal of Kezar Stadium or to a reduction in its size.

POLICY B
Improve and maintain Park amenities and ensure adequate visitor services.

1. Restrooms, drinking fountains, trash receptacles, benches, and telephones should be provided at convenient locations throughout the Park; these amenities should be consistent with the intensity of activity of the particular area, and should not detract visually or physically from the environmental character of the Park.

2. Concessions which utilize temporary facilities other than those facilities which are placed in an area on a single event basis should be discouraged because they detract from the visual character of the Park. Concessions which provide service on a long term and continuous basis should be located within an existing building. All vendors should establish effective litter control and an enclosed garbage disposal area.

3. Historic, environmental, educational, and general information about the Park and activities therein should be made available to the resident and visitor through programs, tours, literature and exhibits.

4. The Park is essentially a landscaped garden; outdoor advertisements of future or existing events are a visual intrusion upon its landscaped character and should be strictly regulated. Agencies which desire to give notice of events should confine such activities to public media announcements, the Recreation and Park Department events calendar, or to an area within an existing building.

5. Security systems and police patrols should continue to be employed throughout the Park; additionally, lighting should be installed in areas receiving nighttime use. Park lighting should not detract visually or physically from the character of the Park. Mounted and motorized patrols and other high-visibility security measures should be expanded to protect the Park visitor and Park amenities. Popular use of the Park is the best way to protect it.

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